

How to Apply for SS4A Grants: General Overview

Hosted by the US Department of Transportation

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Presenters

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Safe Streets and Roads for All Grants

Key program that supports the National Roadway Safety Strategy

- 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.
- \$1 billion in annual funding, FY22-26

SS4A NOFO 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>

SS4A Webinars

- How to Apply for SS4A Grants: General Overview
 - This webinar will offer a general overview of the SS4A program, the grant application process, and the available grant types.
 - Monday, June 13, 1:00-3:00 p.m. (EDT)
- How to Apply for SS4A: Action Plan Grants
 - 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.
 - Wednesday, June 15, 1:00-3:00 p.m. (EDT)
- How to Apply for SS4A: Implementation Grants
 - 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.
 - Thursday, June 23, 1:00-3:00 p.m. (EDT)

Webinar recordings and presentation slides can be found at:

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

SS4A Program Audience

- 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 interested in applying for a grant to:
 - Develop or update a comprehensive safety action plan (Action Plan);
 - Conduct planning, design, and development activities in support of an Action Plan; or
 - Carry out projects and strategies identified in an Action Plan
 -you are affiliated with an eligible applicant or interested in partnering with an eligible applicant

Roadway Safety Overview

Our Current Reality

Traffic fatalities are a public health crisis affecting all road users

1.25M

Lives lost globally each year from traffic crashes

Source: World Resources Institute

42,915

Estimated lives lost on U.S. roads in 2021

Source: NHTSA

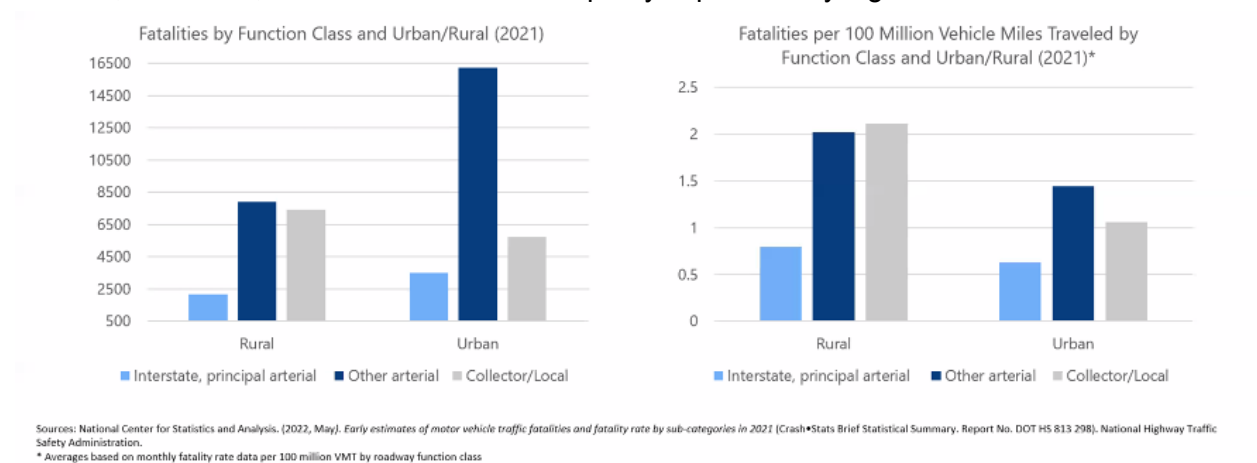
7,342

Estimated pedestrians killed in U.S. traffic crashes in 2021

Source: NHTSA

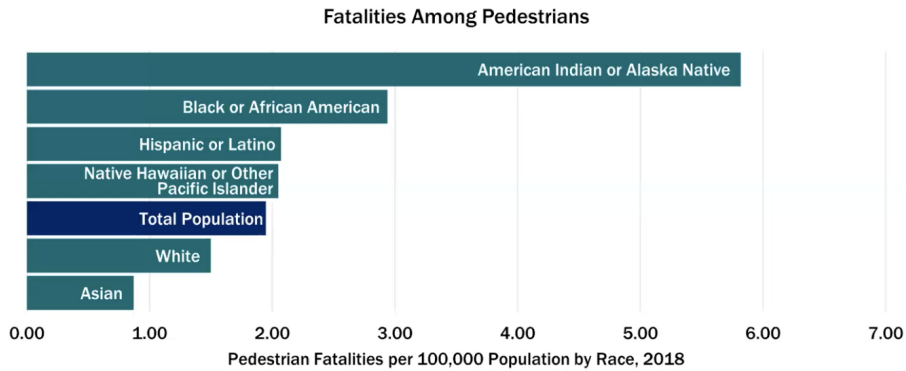
Local Roadway Fatalities

Fatalities are most common—overall and as a function of vehicle travel—on non-Interstate arterials, collectors, and local roads. This disparity is particularly significant on rural roads



Equity and Roadway Fatalities

Fatalities have disparate impacts...



Source: FARS 2018 Final File; Population – Census Bureau

The SS4A program will prioritize grant funding to action plans that proactively address these disparate safety outcomes. “Applicants should be explicitly discussing and incorporating into all their action plans and any interventions, equity, and the impact of equity and safety outcomes.”

National Roadway Safety Strategy

<https://www.transportation.gov/NRSS>

USDOT’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.
- Call to Action We will be partnering with stakeholders to identify actions to get us closer to zero roadway fatalities.

Basics of Roadway Safety

Effective roadway safety practices and strategies:

- Vision Zero
- Towards Zero Deaths
- Complete Streets
- Proven Safety Strategies
- Countermeasures That Work
- Innovative practices and technologies

The Safe System Approach (SSA): Principles

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.



The Safe System Approach is an approach to roadway safety that emphasizes redundancy. If one part of the system fails, like a person getting into the car when they are too drowsy, another part of the system can kick in, for example rumble strips that alert the driver when they are dozing off. Applicants should incorporate these pillars into their action plans.

Complete Streets

- Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.
- Visit <https://highways.dot.gov/completestreets> for more information on Complete Streets.

About SS4A Grants

SS4A Overview: Eligible Recipients

- 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
 - This is a great option for groups who are new to grant writing and may want to combine forces with another entity.
 - Joint applications are encouraged.

SS4A Overview: Joint Applicants vs. Partners

- Joint applicants:
 - Are each independently eligible entities

- Are each party to the grant
- Partners:
 - May include additional non-eligible entities (States, private companies, etc.)
 - State DOTs are not eligible to apply
 - 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

SS4A Overview: Funding

Cost share/match

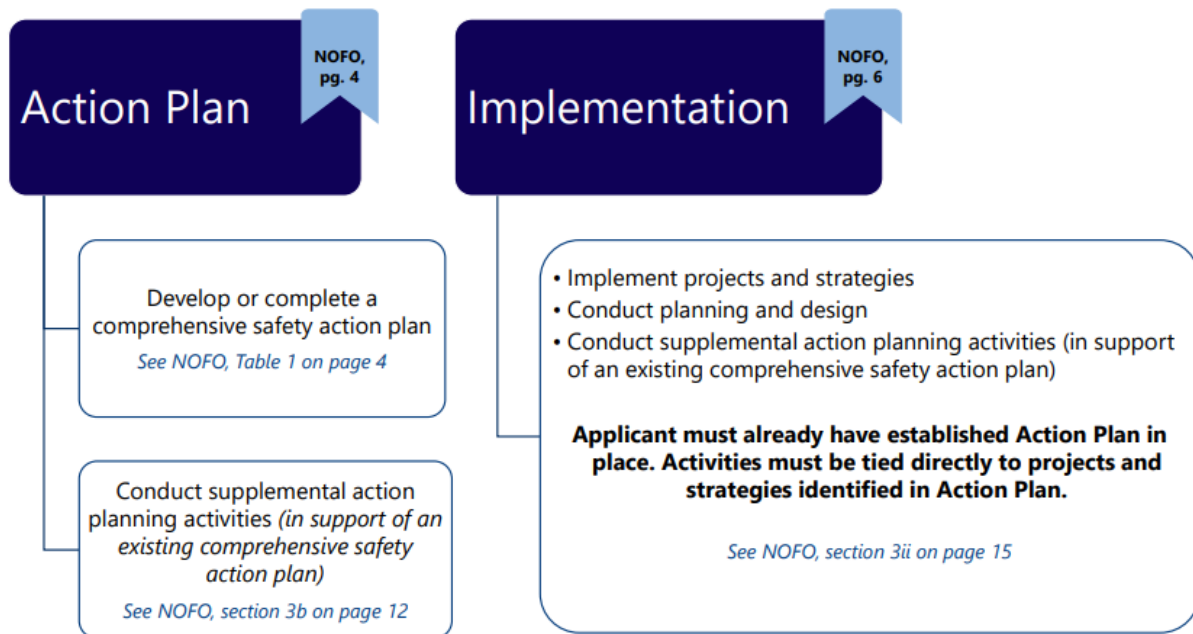
- 80% Federal | 20% local match
- In-kind contributions allowed
- Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year
- Tribal applications are not counted toward the State cap
- No set-aside for rural areas or other grantee categories

Grant Type	Political subdivision of a State	Federally recognized Tribal Government	MPO or joint application
Expected Action Plan Grant Size*	\$200,000 - \$1M	\$200,000 – \$1M	\$200,000 - \$5M
Expected Implementation Grant Size*	\$5M - \$30M	\$3M - \$30M <i>(also applies to rural applicants)</i>	\$5M - \$50M <i>(\$3M - \$50M for rural applicants)</i>

**Note these are expected sizes, and applicants may request more or less funding*

Smaller and larger grant requests will be reviewed equally. Rural areas who can not meet the 20% local match should not be discouraged from applying for a smaller amount of grant funding than the given ranges.

Grant Types



Planning Grants



Supplemental Planning 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.

Implementation Grants

- Implementation Grants fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Applicants must have an established Action Plan to apply for Implementation Grants.

Implementation Grants: Illustrative Activities

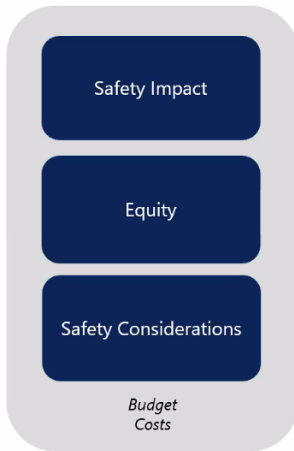
Which Grant is Right for Your Community?



Selection and Award Process

Action Plan Grants Evaluation Approach

- Developed to be accessible to all communities, low barrier to entry
- Three major criteria:
 - Safety Impact (quantitative)
 - Equity (quantitative)
 - Safety Considerations (narrative)
- Quantitative criteria rely on public information and give options to meet community needs:
 - The count of roadway fatalities from 2016-2020
 - Fatality rate average from 2016-2020, divided by 2020 U.S. Census population
 - Percent of population in underserved communities within the jurisdiction
- Additional consideration:
 - Budget Costs



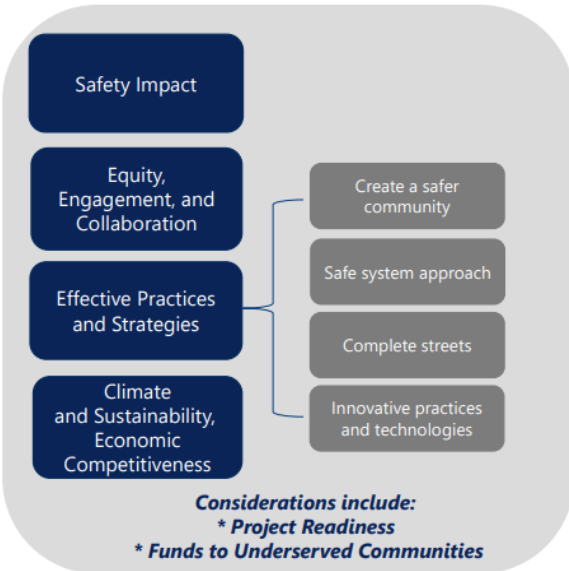
A quality Action Plan application has:

- Engagement with public and private stakeholders.
- The use of innovative strategies.
- Low-cost high-impact strategies.
- Inclusion of evidence based projects.

Implementation Grants Evaluation Approach

Implementation Grant applications should draw upon the foundation of the Action Plan, which is built on safety and equity as principal components.

- Four selection criteria:
 - Safety impact
 - Equity, engagement, collaboration
 - Effective practices and strategies
 - Climate and sustainability, and economic competitiveness
- Two considerations:
 - Project readiness
 - Funds to underserved communities



Implementation grant criteria:

- Higher bar for entry
- You have self-certified that you have met the criteria for an existing Action Plan
- **You must either:**
 - Have ownership of maintenance responsibility over a roadway network
 - Be a multijurisdictional network with a responsibility to protect roadways
 - Have an agreement with the state to implement safety strategies within the states jurisdiction.
- **Examples of Implementation Actions that funding would be awarded for:**
 - Designing speed management systems through infrastructure.
 - Creating safe paths to schools for walking, biking and rolling (especially in underserved communities).
 - Educational outreach.
 - Enhancing emergency vehicle warning systems.

What Happens After You Submit the Application?

- Intake, including completeness and eligibility checks
- Sort applications into Action Plan Grants and Implementation Grants
- Action Plan Grants:
 - Screen for duplicative Action Plan Grants applications in same location
 - Review application information, merit criteria, and budget information
 - Rank grants based on merit criteria
- Implementation Grants:
 - Review merit criteria, considerations, and budget
 - Application evaluations, assign ratings based on merit criteria
- Senior Review Team reviews evaluations, sends lists to the Secretary for final consideration

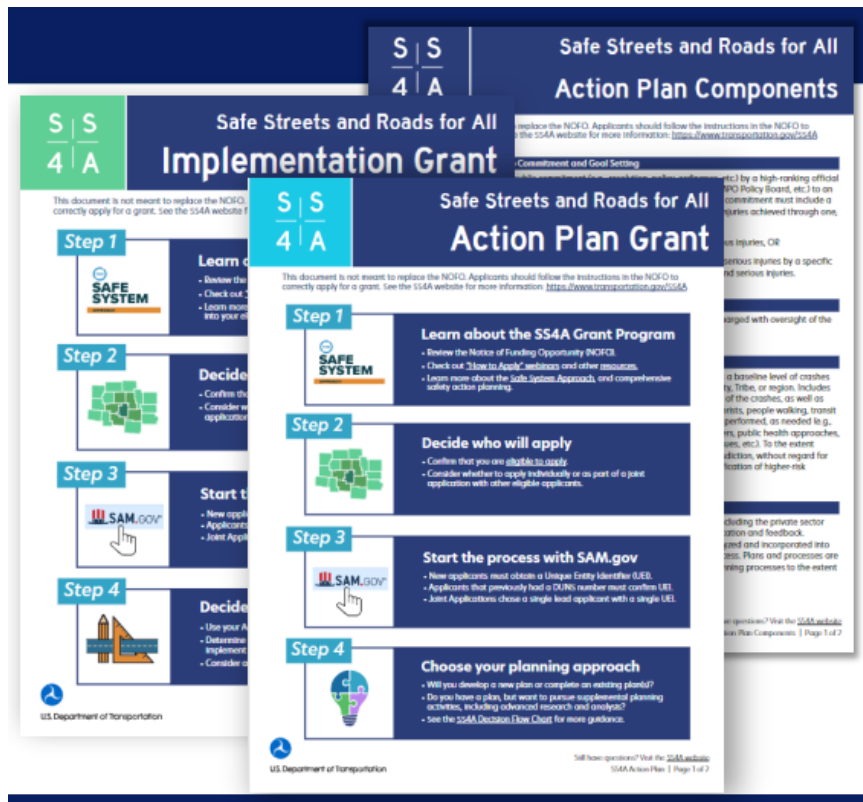
- Secretary reviews lists and makes final selections for awards

How to Apply

Application Aids

DOT has created a series of checklists, planning worksheets, and fillable forms available on the SS4A website to help guide applicants through the eligibility and application process.

- Checklists centralize the requirements listed in the NOFO for a clear and actionable guide
- Important to ensure that there's collaboration and transparency in your community for Action Plan Grants to ensure that there are not duplicitous applications



Application Details

- Final applications for Safe Streets and Roads for All (SS4A) grants must be submitted through 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.

Unique Entity Identifiers (UEI)

- All applicants will need to obtain a Unique Entity Identifier (UEI) through GSA to apply for grant opportunities in grants.gov.
- On April 4, the federal government stopped using Dun & Bradstreet's proprietary Data Universal Numbering System (DUNS) to identify contractors and grantees and began exclusively using the Unique Entity Identifier (UEI).
- The process of obtaining a UEI can take up to a month, so applicants are encouraged to apply for the UEI now. If you previously had a DUNS number, your UEI has already been created and is available to view in SAM.gov.
- For more information, see <https://sam.gov/content/home>.

It is important for the grant applicants to get ahead on the UEI attainment as it takes a while to process

SS4A Funding Parameters

<https://www.transportation.gov/grants/ss4a/how-to-apply>

- Grants.gov Opportunity Number: DOT-SS4A-FY22-01
- CFDA Assistance Listing: 20.939 – Safe Streets and Roads for All program
- Those interested in applying for Implementation Grants should use the application materials in Opportunity Package ID PKG00274329.
- Those interested in applying for Action Plan Grants should use the application materials in Opportunity Package ID PKG00274330.

Grant Application Resources

Safety Data Resources

Department of Transportation recommends these sources as resources of data to back up action plans:

1. [Federal Highway Safety](#)
2. [National Highway Traffic Safety Administration](#)
3. [EPA Environmental Justice Mapping Tool](#)
4. [2020 Census](#)
5. [CDC Health and Equity Data](#)
6. [Emergency Medical Response Data from NHTSA](#)
7. [NHTSA Accident Report Data](#)

Federal Grants

www.transportation.gov/rural/grants/toolkit

- The R.O.U.T.E.S. grant applicant toolkit provides applicants with a roadmap and an overview of USDOT funding programs and opportunities.
- The toolkit includes specific tips on applying as a smaller applicant entity.
- The R.O.U.T.E.S. website hosts videos describing the toolkit and a PDF of the toolkit.

Grants.gov

- Grants.gov also provides resources for applicants, including:

- Grants 101 related materials on the overall discretionary funding process
- Applicant training for using the Grants.gov application process

More information can be found at: <https://www.grants.gov/web/grants/learn-grants.html>

Grant Application Templates

USDOT has created grant application templates to support prospective applicants.



Wrap Up

Friendly Advice and Reminders

- Submit technical questions by August 15, 2022.
- The SS4A program will consider one application per applicant, and applicants may only apply to one type of grant.
- Applicants must have an eligible Action Plan in place to apply for an Implementation grant.
- The SS4A program will not review or certify substantially similar plans to determine eligibility for Implementation Grants.
- Multiple Action Plan Grant applications that cover the same geographic area for an Action plan will be flagged as potentially duplicative and may not be funded.
- DOT encourages joint applications and partnerships.

Q&A

- How should regions approach having communities at different stages of the planning process?
 - Applicants can only apply for one grant. There is a distinction between being a partner and a joint applicant.
 - Joint applications count toward your one grant limit. Partnerships do not have a limit though.
- Are bike or pedestrian path projects that are not in the roadway eligible?
 - Implementation activities must be identified in the Action Plan.

- Applicants need to reference the problem being addressed and the wanted outcomes.
- All public roads are generally eligible. The roadway owner should be involved, at least as a partner.
- Benefit Cost Analysis is not required for the application
- RPOs are eligible if they were established under state law.
- Can a regional action plan be considered as an action plan for an individual community to pursue implementation activities?
 - It depends. Communities should use the Self-Certification Worksheet to see if the Regional Action Plan satisfies the requirements.
- Implementation activities: Need to have an agreement with the organization that has ownership and/or maintenance responsibilities
- Cost sharing:
 - State funds may be used for matching, but these cannot come from federal sources.
- Interagency agreements or MOUs are important for joint applications.