

Program	Safe Streets and Roads for All (SS4A) is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators; and ensure equitable investment in the safety needs of underserved communities.
Expected Award Announcement	Winter 2023
FY22 Deadline	5:00 p.m. EDT on September 15, 2022
FY22-26 Funding Available	\$5 B
FY22 Funding	\$1 B
Obligation Deadline	FY 2022 SS4A funds are <i>expected</i> to be obligated within 12 months after awards have been announced.
Start Deadline	Action Plan grants must be completed within 24 months. Implementation grants must be completed within 5 years.
Non-Federal Match Requirement	20% from non-Federal sources. In accordance with 2 CFR § 200.306, grant recipients may use in-kind or cash contributions toward local match requirements so long as those contributions meet the requirements under 2 CFR § 200.306(b).
Award Size	FY22: Primarily Action Plan Grants and up to 100 Implementation Grants nationwide. USDOT encourages joint and regional application, and no duplicative applications from the same geographic region. <u>Action Plan projects:</u> <ul style="list-style-type: none"> • \$200,000 likely minimum for everyone • \$1 M maximum for a political subdivision of a State/ a federally recognized Tribal government • \$5 M maximum for an MPO or joint application of a multijurisdictional group of entities that is regional in scope <u>Implementation Projects:</u> <ul style="list-style-type: none"> • for political subdivisions of a State: \$5 M to \$30 M • for federally recognized Tribal governments or applicants in rural areas: \$3 M to \$30 M • for a MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope: \$50 M maximum
Eligible Projects	1) Develop or complete an Action Plan or supplemental planning, design, and developmental Action Plan activities that will support or enhance an existing Action Plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region with following components: a. Leadership Commitment and Goal Setting b. Planning Structure c. Safety Analysis d. Engagement & Collaboration e. Equity Considerations f. Policy & Process Changes g. Strategy & Project Selections h. Progress & Transparency Supplemental action plan activities from an existing plan published in 2017 or after could include, but are not limited to a second round of analysis; expanded data collection and evaluation using integrated data; testing action plan concepts before project and strategy implementation; feasibility studies using quick-build strategies that inform permanent projects in the future (e.g., paint, plastic bollards, etc.); 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. Complete the Self-Certification Eligibility checklist. 2) Implementation for projects and strategies identified in an Action Plan that address roadway safety problems. Implementation Grants may also fund associated planning and design and supplemental Action Plan activities in support of an existing Action Plan. DOT encourages Implementation Grant applicants to include supplemental Action Plan activities in their application to further improve and update existing plans. Applicants must have an existing Action Plan to apply for Implementation Grants or have an existing plan that is substantially similar and meets the eligibility requirements of an Action Plan. Applicants may not apply to develop or complete an Action Plan and fund supplemental action plan activities in the current round of funding.
Eligible project costs	Action Plan projects: minimum \$200,000 for everyone, \$1 M maximum for a political subdivision of a State/ a federally recognized Tribal government, and \$5 M maximum for a MPO or joint application of a multijurisdictional group of entities that is regional in scope
Eligible Applicants	States are <i>not</i> eligible applicants and cannot be a co-applicant but can partner. Eligible applicants for SS4A grants are a: <ul style="list-style-type: none"> • metropolitan planning organization (MPO) • political subdivision of a State or territory, defined as a unit of government under the authority of State law. This includes cities, towns, counties, special districts, and similar units of local government. A transit district, authority, or public benefit corporation is eligible if it was created under State law, including transit authorities operated by political subdivisions of a State • federally recognized Tribal government • multijurisdictional group of entities described in any of the aforementioned three types of entities. A multijurisdictional group of entities should identify a lead applicant as the primary point of contact. An eligible applicant for Implementation Grants must also meet at least one of these conditions: <ul style="list-style-type: none"> • have ownership and/or maintenance responsibilities over a roadway network; • have safety responsibilities that affect roadways; or • have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction. An applicant's jurisdiction is defined as the U.S. Census tracts where the applicant operates or performs their safety responsibilities.
Action Plan Grant Evaluation Criteria	<ul style="list-style-type: none"> • Safety Impact (quantitative: count of roadway fatalities and fatality rate average, divided by 2020 Census pop., from 2016-20) • Equity (quantitative: % of pop. in underserved communities within the jurisdiction) • Safety considerations (narrative)
Merit Criteria	<ul style="list-style-type: none"> • Safety Impact • Equity, Engagement, and Collaboration • Effective Practices and Strategies; and • Climate Change and Economic Competitiveness • Project Readiness • Funds to Underserved Communities
Underserved Community	Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation, which includes: <ul style="list-style-type: none"> • U.S. Census tracts identified in this table: https://datahub.transportation.gov/stories/s/tsyd-k6ij; • Any Tribal land; or • Any territory or possession of the United States.
Self-Certification Checklist	https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A_Self_Certification_Worksheet.pdf
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