

# Agenda Item 6c: Safe Roads & Streets for All (SS4A) Grant Program – CVPDC/ CVTPO & Member Locality Participation Consideration



## GENERAL PROGRAM SUMMARY

### Program Funding

The Bipartisan Infrastructure Law (BIL) established the SS4A \$5 billion 2022 – 2026; \$1 billion per year.

- 80% Federal | 20% local match
- No more than 15% of funds can be awarded to project in a single State in a given fiscal year

### Grant Term

FY22022 SS4A award funds must be expended within five (5) years of grant agreement.

### Entities Funding Eligible

MPOs; Counties, cities, town, and transit agencies or special subdivision of a State; Federally recognized Tribes; multijurisdictional groups

*A locality may only participate in a single application.*

### Eligible Funding Activities

- Develop or update a comprehensive safety action plan (*Action Plan*)\*
- Conduct planning, design, and development activities in support of *Action Plan*
- Carry out projects and strategies identified in *Action Plan*

\* *Action Plan* must be developed according to DOT requirements and include a “Vision Zero” or “Toward Zero Deaths” certified process. Without an adopted *Action Plan*, no entity can apply for design or implementation funding.

### Program Focus

SS4A program is based on the USDOT’s National Roadway Safety Strategy (NRSS) Vision Zero

- Towards Zero Deaths
- Complete Streets
- Proven Safety Strategies
- Countermeasures that work
- Innovative practices and technologies

## GRANT APPLICATION PROCESS

Grants submitted via Grants.gov

Due: 5:00 p.m. EDT, September 15, 2022

## **CVPDC LOCALITIES AND CVTPO SS4A GRANT FUNDING PROGRAM ELIGIBILITY**

### SS4A Action Plan Certification Document

Evaluation process to determine if an existing plan can serve as an approved SS4A *Action Plan*.

- CVTPO/Connect Central VA LRTP SS4A Self-Certification Eligibility Worksheet  
Indicates CVTPO, CVPDC do not have an approved DOT-eligible *Action Plan*. To  
knowledge of staff, no CVPDC locality has an SS4A eligible *Action Plan*.

### **RECOMMENDATION**

Based on Self-Evaluation only direction to utilize SS4A construction program funding will be to develop an SS4A approved *Action Plan*. Staff suggest evaluation of options to develop a Regional Comprehensive Safety Action Plan.

# 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>

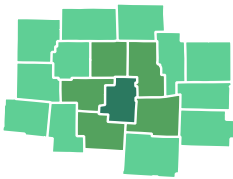
## Step 1



### Learn about the SS4A Grant Program

- Review the Notice of Funding Opportunity (NOFO).
- Check out [“How to Apply” webinars](#) and other [resources](#).
- Learn more about the Safe System Approach, and comprehensive 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 confirm UEI.
- Joint Applications chose a single lead applicant with a single UEI.

## Step 4

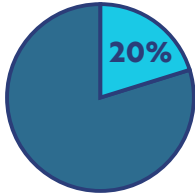


### Choose your planning approach

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



## Step 5



### Identify funding match source

- Required local share of at least 20 percent.
- All matching funds must be from non-Federal sources and may include cash or in-kind, e.g., staff labor on project.
- Details on cost-sharing and match can be found in [2 CFR §200.306](#)

## Step 6



### Prepare application

- Complete [SF forms](#) (424, 424A, 424B, LLL).
- Prepare responses to selection criteria and develop a map.
- Use the [Action Plan Application Template](#) (optional).
- Complete [Self-Certification Eligibility Worksheet](#).

## Step 7



### Submit application in Grants.gov

- Review application submittal guidance in [Grants.gov](#).
- Apply to the correct package ID [PKG00274330](#).
- Allot time to troubleshoot technical issues and submit by deadline.
- Contact [support@grants.gov](mailto:support@grants.gov) or 800-518-4726 for assistance.

## Step 8



### Receive award notification

- Successful applicants will receive notification through Grants.gov via the lead applicants' contact email.
- Officially accept the award and grant agreement terms.

Grant  
Awardees  
Only



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

This worksheet 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>

**Instructions:** This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3** **7** **9**
- Answer "yes" to at least four of the six remaining Questions **1** **2** **4** **5** **6** **8**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant:

UEI:

**1 Are both of the following true?**

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

YES

NO

If yes, provide documentation:

**2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?**

YES

NO

If yes, provide documentation:

**3 Does the Action Plan include all of the following?**

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- 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; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES

NO

If yes, provide documentation:



**4 Did the Action Plan development include all of the following activities?**

YES  NO

If yes, provide documentation:

- 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?**

YES  NO

If yes, provide documentation:

- 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?**

YES  NO

If yes, provide documentation:

- 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?**

YES  NO

If yes, provide documentation:

**8 Does the plan include all of the following?**

YES  NO

If yes, provide documentation:

- 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?**

YES  NO

If yes, provide documentation:



# Safe Streets and Roads for All Action Plan Components

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## 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).

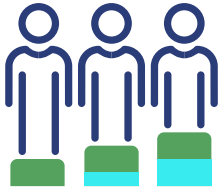


## Engagement and Collaboration

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.



# Safe Streets and Roads for All Action Plan Components



## 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.



## Policy and Process Changes

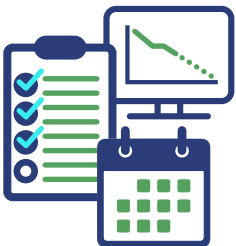
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



## Strategy and Project Selections

Identification of 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. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). 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.



## Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

\* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes 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.

