

# Safe Streets and Roads for All (SS4A)



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Minnesota Toward Zero Death Conference  
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U.S. Department  
of Transportation

**Federal Highway  
Administration**

# Disclaimer

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

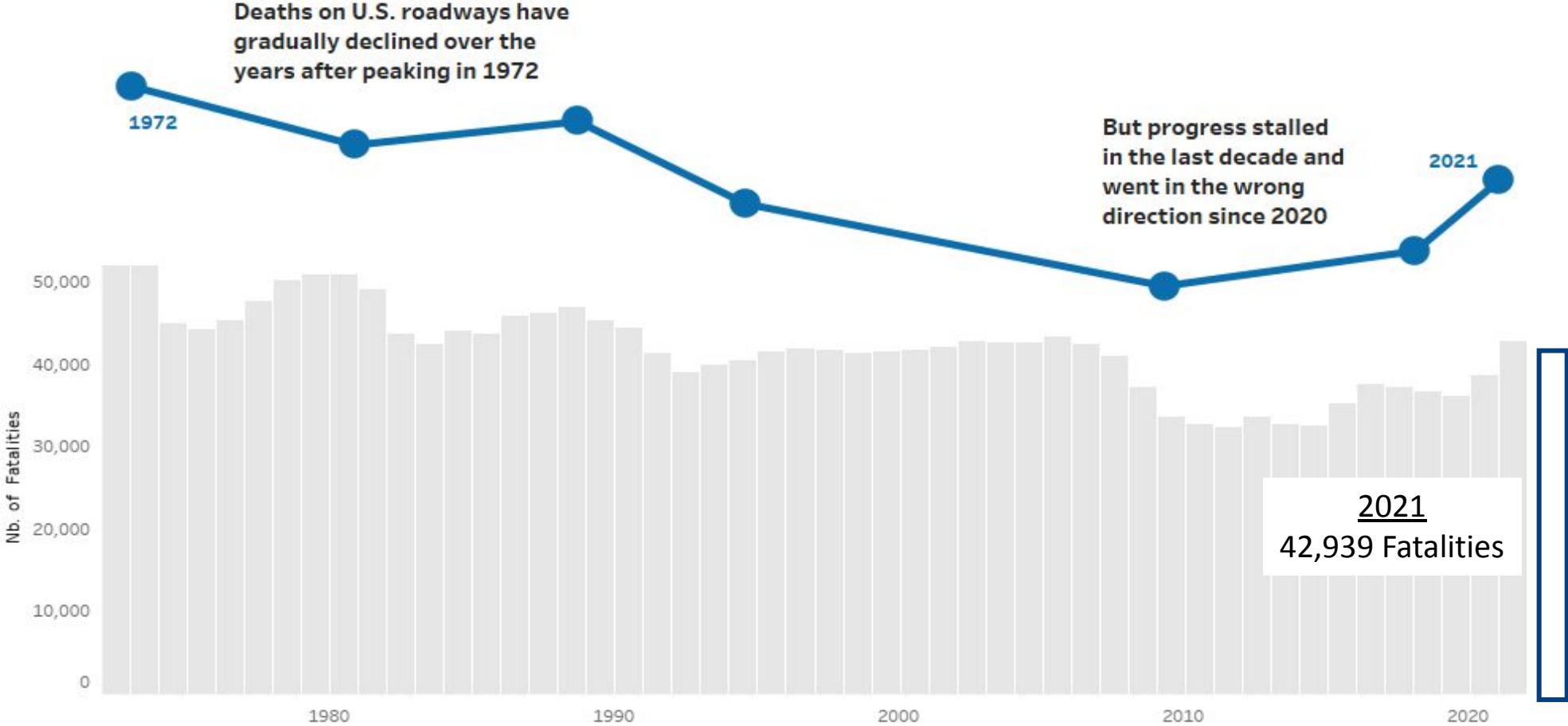
# Overview

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- National Roadway Safety Strategy
- Safe System Approach
- SS4A Program
- FY 2022 and 2023 Awards
- FY 2023 Notice of Funding Opportunity (NOFO)
- Resources
- Questions

# The Roadway Safety Crisis

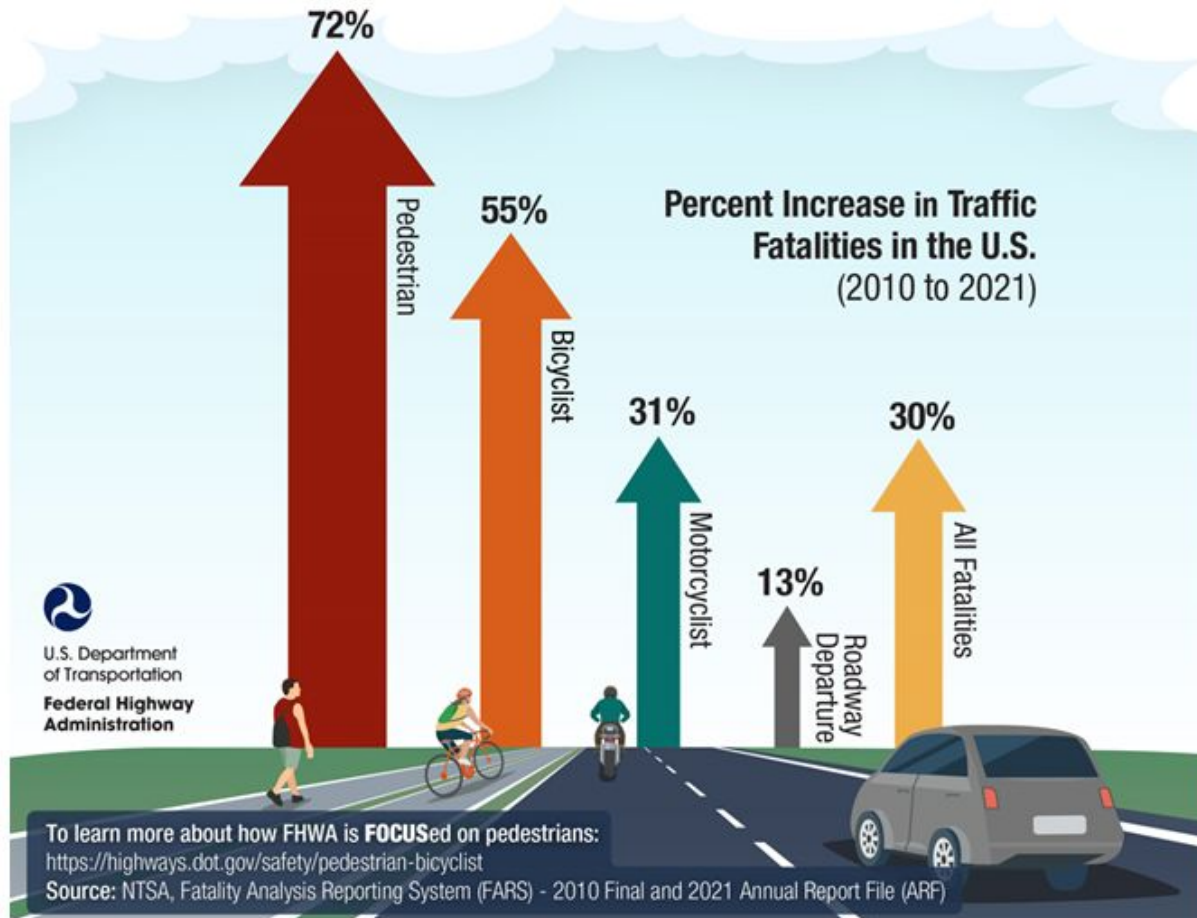
## U.S. Roadway Deaths over Time: Moving in the Wrong Direction



**2021**  
42,939 Fatalities

Source: U.S. Department of Transportation, 2023 Progress Report on the National Roadway Safety Strategy, February 2023; NHTSA Overview of Motor Vehicle Traffic Crashes in 2021, April 2023.

# The Roadway Safety Crisis - Over-representation of pedestrians



Fatalities of pedestrians and bicyclists have been increasing even greater

# 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**

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



Source: NHTSA

# Safe System Approach



Source: U.S. Department of Transportation, 2023 Progress Report on the National Roadway Safety Strategy, February 2023.

# Safe Streets and Roads for All

## Key program that supports the National Roadway Safety Strategy



Source: MNDOT

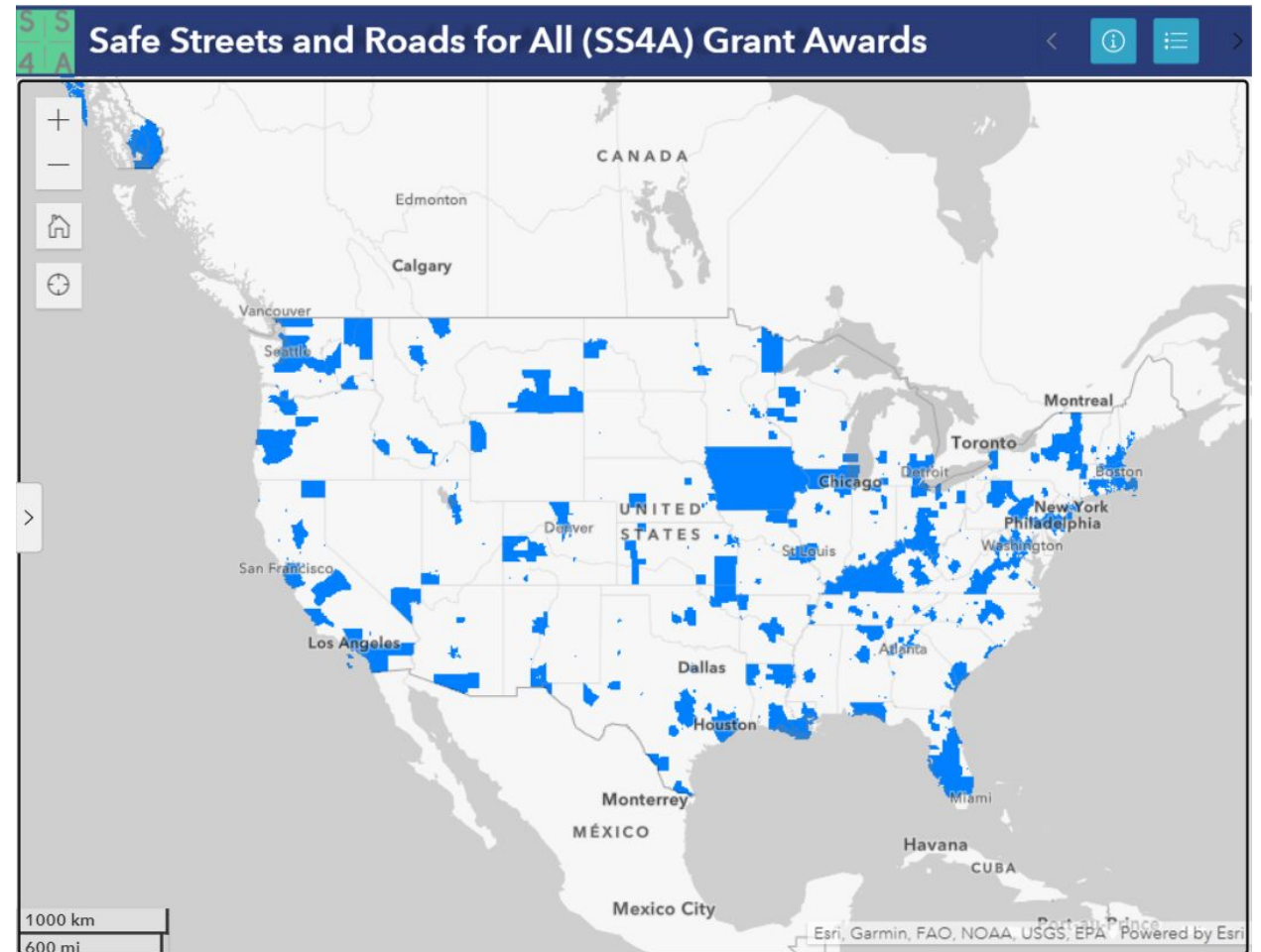
Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$1 billion in annual funding, FY22-26



# Safe Streets and Roads for All

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



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

# SS4A Grants in Minnesota – FY 2022

- Action Plan Grants were awarded for the 2022 application process

**City of Columbia Heights**

**City of Woodbury**

**City of Eagan**

**City of St. Louis Park**

**City of Elk River**

**Bois Forte Band of Chippewa**

**City of Monticello**

**Hennepin County**

**City of Red Wing**

**Rochester-Olmsted Council of Gov.**

**City of Willmar**

**St. Louis County**

**Fargo / Morehead Planning Organization** *(Managed by FHWA – ND Division office)*

# SS4All Grants in Minnesota - FY 2023

- Three Planning and Demonstration Plan Grants
  - **City of Edina**
  - **City of Fridley**
  - **City of Buffalo**
- DOT anticipates awarding additional SS4 Grants – December 2023

# Types of FY 2022 SS4A Grants

- Action Plan Grant (in 2023 = Planning and Implementation Grants):
  - Developing a comprehensive safety action plan (Action Plan)
  - Conduct supplemental action planning activities in support of an existing comprehensive safety action plan
- Implementation Grant:
  - Carrying out projects and strategies identified in applicable community plans
  - Supplemental planning activities: conducting planning, design, and development activities for projects and strategies identified in an Action Plan.

# SS4A Required Action Plan Components

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## 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.



U.S. Department of Transportation

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

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Leadership Commitment and Goal Setting

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Planning Structure

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Safety Analysis

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Engagement and Collaboration

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Equity Considerations

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Policy and Process Changes

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Strategy and Project Selections

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Progress and Transparency

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

# FY 2023 Grants

## Planning Activities

- Develop or complete a Comprehensive Safety Plan.
- Safe System approach
- Develop Safety Performance Measures.

## 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
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies that further safety applications
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology

# Implementation Grants

- Projects and strategies identified in an Action Plan that address a roadway safety problem.
- Behavioral, operational, and infrastructure safety activities are all eligible.
- Applicants must have a qualifying Action Plan in place



Photo by: MnDOT

# 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.

<https://www.transportation.gov/grants/ss4a/resources>

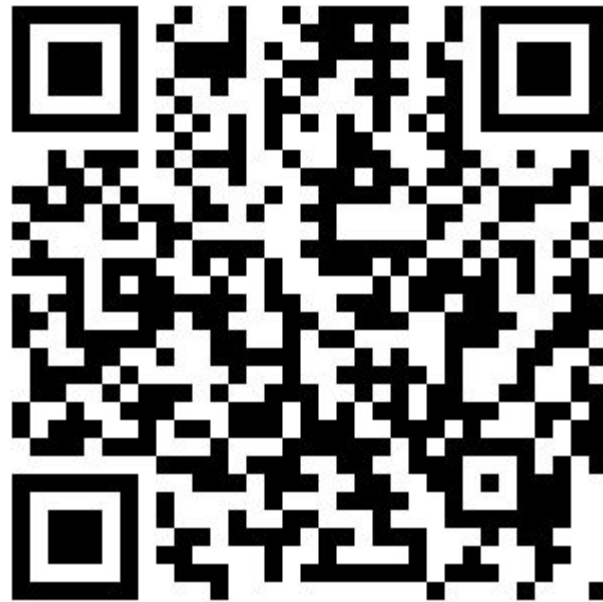
The collage features two primary documents from the U.S. Department of Transportation. The top document is titled "Safe Streets and Roads for All Implementation Grant" and includes a "SAFE SYSTEM" logo. The bottom document is titled "Safe Streets and Roads for All Action Plan Grant" and includes a "SAFE SYSTEM" logo. Both documents are structured into four steps:

- 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.

Additional text from the documents includes: "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>".



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



# Questions

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