



# GRANT ALERT

April 6, 2023

## Safe Streets and Roads for All (SS4A)

DEADLINE	PROGRAM NAME & LINK
<p><b>Monday, July 10, 2023, 5:00 p.m. EST</b></p> <p><i>(Applicants must complete the Valid Eval registration. The process takes approximately 10 minutes and can be done ahead of submitting the application)</i></p>	<p><a href="#">Safe Streets and Roads for All (SS4A) Grant Program   US Department of Transportation</a></p>

### DESCRIPTION

The program provides discretionary grants to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micro-mobility users, motorists, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community’s approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding.

#### What’s New this Round?

- Applications are submitted through Valid Eval instead of Grants.gov. The application structure for the key information table and other application submission details has been standardized through Valid Eval.
- Updated the definition of an underserved community, with different tools to determine whether a U.S. Census tract is an underserved community.
- Planning and Demonstration Grants replaced Action Plan Grants from FY 2022, with a number of substantive changes throughout the NOFO:
  - Clarifications on eligible planning and demonstration activities;
  - Expected minimum and maximum award range changed to \$100,000 to \$10 million;
  - Longer expected period of performance under certain circumstances;
  - Changes to eligibility requirements and allows applicants currently developing a comprehensive safety action plan to request additional funding for planning and demonstration; and
  - Revised selection criteria requirement for the “Additional Safety Context” narrative, which is now expected to be between 1 and 2 pages.
- Implementation Grants had the following substantive changes:
  - Expected minimum and maximum award range changed to \$2.5 million to \$25 million;

- Selection criteria were refined, and a fifth selection criterion specifically for applicants who bundle planning and supplemental planning was added; and
- Award selection considerations were expanded to include rural areas, whether the applicant is identified as a priority community within the Federal Thriving Communities Network, requests less than \$10 million, and selections that support diversity amongst the award recipients, in addition to project readiness and percent of funds to underserved communities.

## ELIGIBILITY

### Applicants

- Metropolitan planning organizations (MPOs).
- Political subdivision of a State or territory
- Federally recognized Tribal government
- Multijurisdictional group of entities described in any of the aforementioned three types of entities.

An eligible applicant for an Implementation Grant must also meet at least one of the below conditions:

- Have ownership and/or maintenance responsibilities over a roadway network
- Have safety responsibilities that affect roadways
- Have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant’s jurisdiction.

### Projects

#### **Planning and Demonstration Grants**

- Three activity types:
  - Develop an Action Plan
  - Conduct supplemental safety planning to enhance an Action Plan
  - Carry out demonstration activities to inform the development of, or an update to, an Action Plan.
- The three different types of activities can either be bundled together into one application, or an applicant may choose to request funding for only one of the activities. Applicants may only apply for a single grant type, but both grant types have the option to include Planning and Demonstration projects under them. The development of, or updates to, an Action Plan must be the intended end result of each supplemental planning and demonstration activity.

#### **Implementation Grants**

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.

Eligible activities:

- Funding of projects and strategies identified in an Action Plan that addresses roadway safety problems.
- Funding supplemental planning and demonstration activities as well as planning, design, and development activities for projects and strategies identified in an Action Plan.

## FUNDING

### General

\$1 billion to be awarded for Federal Fiscal Year (FFY) 2023; USDOT has \$177,213,000 in FFY 2022 carryover funds set aside for Planning and Demonstration Grants as well as certain eligible safety planning and demonstrative activities that may be included under an Implementation Grant request.

### Cost-Sharing

The federal share of an SS4A grant may not exceed 80% of total eligible activity costs. Recipients are required to contribute a local matching share of no less than 20% of eligible activity costs. All local matching funds must be from non-federal sources.

Grant agreements are expected to be administered on a reimbursement basis, and at the Department's discretion alternative funding arrangements may be established on a case-by-case basis.

### Planning and Demonstration Grants

- Expected minimum award of \$100,000 and a maximum award of \$10,000,000 for all successful applicants.
- USDOT expects larger amounts for MPO, an application comprised of a multijurisdictional group of entities that is regional in scope, or those who are conducting activities in a large geographic area.
- UDOT will consider applications with funding requests under the expected minimum award amount.
- USDOT reserves the right to make Planning and Demonstration Grant awards less than the total amount requested by the applicant.

### Implementation Grants

- Expected minimum award of \$2,500,000 and a maximum award of \$25,000,000 for all successful applicants.
- USDOT reserves the right to make Implementation Grant awards less than the total amount requested by the applicant.

## SELECTION CRITERIA

### Planning and Demonstration Grants

Selection Criteria:

- Safety Impact – quantitative data evaluation
- Equity – quantitative data evaluation
- Additional Safety Content – narrative assessment

Additional Considerations:

- Budget costs

### Implementation Grants

Merit Criteria:

- Safety Impact
- Equity, Engagement and Collaboration
- Effective Practices and Strategies
- Other DOT Strategic Goals
- Supplemental Planning and Demonstration Activities – USDOT will only evaluate for applicants requesting funds to conduct supplemental planning and/or carry out demonstration activities.

Additional Considerations:

- Project Readiness
- Additional Considerations – underserved communities, rural areas, priority community

within the Federal Thriving Communities Network, enhancement of the geographic diversity of the Implementation Grant award recipients and Federal funding requests under \$10 million.

## PROJECT TIMEFRAME

USDOT expects to obligate award funding via a signed grant agreement between the USDOT and the recipient, as flexibly and expeditiously as possible, within 12 months after awards have been announced. The expected period of performance for Planning and Demonstration Grant agreements is between 12 months and 5 years, depending on the scope and extent of the grant activities. The period of performance for Planning and Demonstration Grant and Implementation Grant agreements may not exceed five years.

## PENNDOT ROLE

### PennDOT Emphasis

PennDOT continues to promote the practices and tools that make the Commonwealth’s transportation network safer and that help all roadway users become more responsible. A combined effort among all safety stakeholders and partners is necessary to continue reducing fatalities and move toward the zero-death aspirational transportation safety goal. Though PennDOT is not an eligible applicant, the Safe Streets and Roads for All grant program offers the opportunity for PennDOT partners to create Safety Action Plans or to implement those plans. Applicants might consider referring to the PennDOT Active Transportation Plan and Highway Safety Plans in their grant applications to reinforce recommendations in their Action Plans.

### PennDOT Support

Transportation Federal Funding Opportunities Resource Account:  
[RA-PDTRANSFEDFUNDOPP@pa.gov](mailto:RA-PDTRANSFEDFUNDOPP@pa.gov)  
PennDOT will consider providing support for regionally supported grant proposals as applicable. PennDOT support may include providing data and subject matter expertise as available and potentially a letter of support.  
**The deadline for requesting PennDOT support is June 16, 2023.**