

SAFE STREETS & ROAD FOR ALL (SS4A) PROGRAM

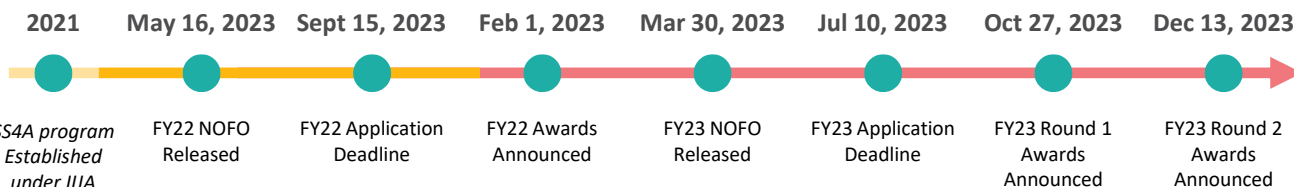


PART I: BACKGROUND

PROGRAM SUMMARY

The Safe Streets and Roads for All (SS4A) discretionary program is a new program created by the Infrastructure Investment and Jobs Act (IIJA) with \$5 billion in appropriated funds over 5 years, (FY2022-2026). The SS4A program funds improvements to roadway safety with the goals of significantly reducing or eliminating roadway fatalities and serious injuries. SS4A funds both planning and implementation activities.

Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement a comprehensive safety 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. Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible Action Plan to apply for Implementation Grants. Eligible applicants include Metropolitan Planning Organizations (MPO), Local governments, tribal governments, or multi-jurisdictional groups.



Fiscal Year	Funding Source	Total Funding	Max Award	Match Req.	Funding & Obligation Restrictions
2023	Bipartisan Infrastructure Law	\$1,177M ¹	\$10M (Planning) \$25M (Implementation)	20%	<ul style="list-style-type: none"> Award Minimums: <ul style="list-style-type: none"> \$100,000 for planning (DOT will consider requests for less than the minimum) \$2.5M for implementation DOT anticipates that it will award at least \$250M for demonstration activities Period of performance for planning grants is 12 to 5 years Period of performance for implementation grants cannot exceed five years
2022	Bipartisan Infrastructure Law	\$1,000M	\$5M ² (Planning) \$50M ³ (Implementation)	20%	<ul style="list-style-type: none"> Award Minimums: <ul style="list-style-type: none"> \$200,000 for planning (DOT will consider requests for less than the minimum) \$3M for implementation – Tribal and Rural \$5M for implementation – MPO or Multijurisdictional Period of performance for planning grants is 12 to 24 months Period of performance for implementation grants cannot exceed five years

- \$177M available as carryover funds from FY22
- \$1M max for local, and tribal governments.
- \$30M maximum for tribal and rural applicants

SAFE STREETS AND ROAD FOR ALL (SS4A) PROGRAM



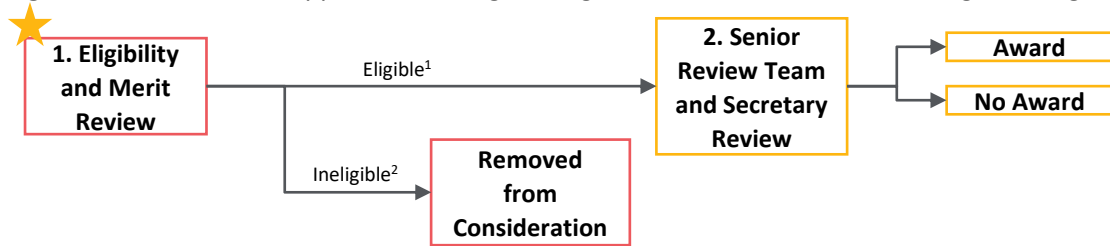
ATLANTA REGION AWARD HISTORY

Fiscal Year	Project Name	Applicant	Grant Type	Funding Request	Funding Awarded?
2023	Greater Clarkston SS4A Safety Action Plan	City of Clarkston	Planning	\$1,000,000	Yes
2023	Safe Streets for All - City of Milton	City of Milton	Planning	\$1,000,000	Yes
2023	Data-driven Safety Action Planning for Unincorporated DeKalb County, GA	DeKalb County	Planning	\$800,000	Yes
2023	Villa Rica Transportation Safety Action Plan	City of Villa Rica	Planning	\$400,000	Yes
2023	Douglas County Action Plan For the Reduction of Fatal Crashes	Douglas County	Planning	\$400,000	Yes
2023	Innovations in Safety: Peachtree Corners, GA Safety Action Plan	City of Peachtree Corners	Planning	\$309,600	Yes
2023	Lilburn Citywide Safety Action Plan	City of Lilburn	Planning	\$260,000	Yes
2023	Chamblee Citywide Safety Action Plan	City of Chamblee	Planning	\$240,000	Yes
2023	City of Union City 2023 Planning Grant	City of Union City 2023 Planning Grant	Planning	\$240,000	Yes
2023	City of Suwanee Safety Action Plan	City of Suwanee	Planning	\$200,000	Yes
2023	Henry County Comprehensive Safety Action Plan	Henry County Government	Planning	\$200,000	Yes
2023	LENOX ROAD COMPLETE STREET - Section III	Buckhead Community Improvement District	Implementation	\$10,000,000	No
2023	Multi-Corridor Safety Improvement Project	Cobb County Board of Commissioners	Implementation	\$17,120,000	No
2022	Cherokee County and Municipalities Comprehensive Safety Action Plan	Cherokee County Board of Commissioners	Planning	\$450,000	Yes
2022	City of Decatur Local Road Safety Plan	City of Decatur	Planning	\$200,000	Yes
2022	Buford Highway Safety Action Plan	City of Doraville	Planning	\$200,000	Yes
2022	Safe Streets and Roads for All Roswell, GA	City of Roswell	Planning	\$200,000	Yes
2022	Sandy Springs Safety Action Plan	City of Sandy Springs	Planning	\$360,000	Yes
2022	Comprehensive Safety Action Plan for Fayette County, Georgia	Fayette County	Planning	\$312,000	Yes
2022	Countywide Safety Action Plan	Gwinnett County	Planning	\$200,000	Yes
2022	Transform Pryor Street and Central Avenue to Safe Streets	City of Atlanta	Implementation	\$30,000,000	Yes
2022	Roadway Safety Enhancement Project (Citywide)	City of Milton	Implementation	\$11,646,800	No

SAFE STREETS & ROAD FOR ALL (SS4A) PROGRAM

PART II: APPLICATION EVALUATION INFORMATION

Planning and Demonstration applications will go through two rounds of review, starting with eligibility:



1. Eligible applicants include those that receive a *high, medium, or low* rating on merit criteria 3: Additional Safety Context
2. Ineligible applications include those that do not meet eligibility criteria, are duplicative with other applications, and/or receive a *not qualified* rating on merit criteria 3: Additional Safety Context

PLANNING AND DEMONSTRATION GRANT SELECTION CRITERIA

Selection Criteria #1: Safety Impact

USDOT will assess safety impact using two quantitative ratings:

- The count of roadway fatalities from the most recent set of 5-year data
- The fatality rate, which is calculated using 5-year annual average from the total count of fatalities divided by the 2020 population of the applicant's jurisdiction based on 2020 ACS population data from the U.S. Census

Selection Criteria #2: Equity

USDOT will assess safety impact using one quantitative ratings:

- The percentage of the population in the applicant's jurisdiction that resides in an Underserved Community Census tract

Selection Criteria #3: Additional Safety Context

USDOT will assess how the funded activities will inform an Action Plan and support the identification of projects and strategies that will:

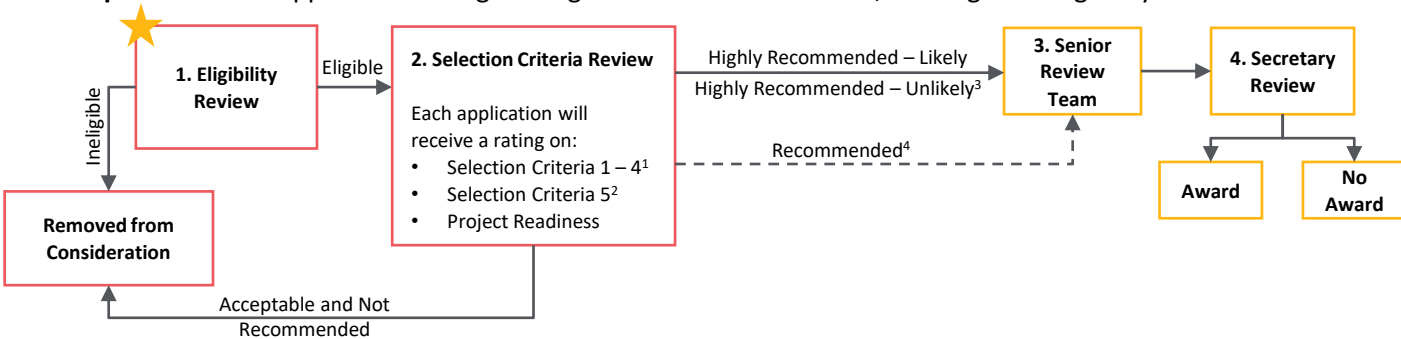
- Lead to a significant reduction or elimination of roadway fatalities and serious injuries
- Employ low-cost, high-impact strategies that can improve safety
- Involve engaging with a variety of public and private stakeholders
- Adopt innovative technologies to promote safety and equity
- Be evidence-based or build evidence around what works

Additional Consideration: Budget Costs

USDOT will assess the extent to which the budget and costs to perform the activities required to execute the Planning and Demonstration Grant are reasonable, necessary, and allocable based on 2 CFR § 200.404 and 405, and the extent to which the application delineates the breakdown of Federal funds requested between developing an Action Plan, conducting supplemental planning to update an existing plan, and/or carrying out demonstration activities to inform the development or update of an Action Plan.

SAFE STREETS & ROAD FOR ALL (SS4A) PROGRAM

Implementation Applications will go through three rounds of review, starting with Eligibility:



1. Selection criteria are ordered numerically from most to least important (i.e., #1 Safety impact is weighted higher than #2 Equity etc.).
2. Selection Criteria 5 will only be evaluated for implementation applications that are also requesting funding for supplemental planning activities.
3. Highly Recommended applications with an Unlikely rating on project readiness will be evaluated to see if the scope of the application can be reduced to remove components that resulted in the unlikely rating. If a reduction in scope is possible, these applications will be reviewed the same as an application which received a likely rating.
4. Recommended applications may advance to the Senior Review Team if needed to fulfill the program’s equitable investment goals.

Selection Criteria #1: Safety Impact

USDOT will assess whether the proposal is likely to:

- Significantly reduce or eliminate roadway fatalities and serious injuries;
- Employ low-cost, high-impact strategies over a wide geographic area; and
- Include evidence-based projects and strategies.

Safety impact is the most important criterion and will be weighed more heavily in the review and selection process. USDOT will assess the applicant’s description of the safety problem, safety impact assessment, and costs.

Selection Criteria #2: Equity, Engagement, and Collaboration

USDOT will assess the extent to which the application ensures the equitable investment in the safety needs of underserved communities and demonstrates engagement with a variety of public and private stakeholders. The response to this criterion should focus on equity, engagement, and collaboration in relation to the implementation of the projects and strategies.

Selection Criteria #3: Effective Practices and Strategies

USDOT will assess the extent to which the applicant demonstrates how it applies policies, guidelines, standards, and practices to promote systemic safety improvements. USDOT will assess the extent to which the projects and strategies reflect effective safety practices.

Selection Criteria #4: Other DOT Strategic Goals

USDOT will assess the extent to which the projects and strategies use safety strategies to support the Departmental strategic goals of climate change, sustainability, workforce, and economic competitiveness.

Selection Criteria #5: Supplemental Planning and Demonstration Activities

Implementation Grant applicants should only respond to this selection criterion if supplemental planning and/or demonstration activities are included in the application. USDOT will assess whether the applicant has described the scope of supplemental planning or demonstration work to be performed; the roadway safety issues that necessitate further Action Plan development, including supplemental planning, and/or demonstration activities, as applicable; and how the funded activities will inform an Action Plan and support the identification of projects and strategies.

Consideration: Project Readiness

Project Readiness focuses on the extent to which the applicant will be able to substantially execute and complete the full scope of work in the Implementation Grant application within five (5) years of when the grant is executed. This includes information related to required design and construction standards, as well as environmental, permitting, and approval processes.

PART III: AWARD TRENDS AND INSIGHTS

AWARD TRENDS

Success Rates per Applicant Type (FY22 and FY23)

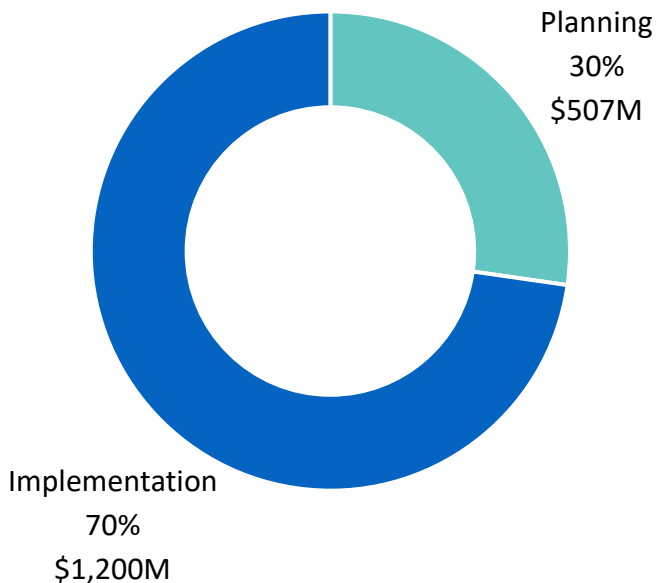
Applicant Type	Planning and Demonstration			Implementation		
	Awarded	Not Awarded	Success Rate	Awarded	Not Awarded	Success Rate
Local Government	810	7	99%	87	253	26%
MPO	124	-	100%	2	11	15%
Public Authority ¹	77	-	100%	3	6	33%
Tribal Government	28	-	100%	2	2	50%
Other ²	7	-	100%	1	1	50%
Overall	1,046	7	99%	95	273	26%

1. Includes Transit Authorities, Planning Commissions, and Development Councils (other than MPOs)
2. Includes Institutions of Higher Education and other organizations that do not fall into the other four categories

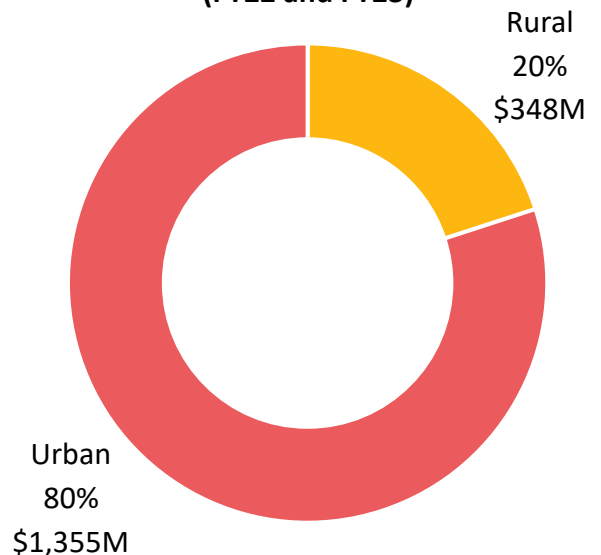
Award Profile (FY22 and FY23)

Funding Year	Planning and Demonstration			Implementation		
	Min Award	Average Award	Max Award	Min Award	Average Award	Max Award
FY2022	\$6k	\$447k	\$6.3M	\$2.2M	\$15.9M	\$30M
FY2023	\$24k	\$517k	\$12M	\$1.2M	\$12.6M	\$29.8M

Funding by Grant Type (FY22 and FY23)



Funding by Population Type (FY22 and FY23)



SAFE STREETS & ROAD FOR ALL (SS4A) PROGRAM

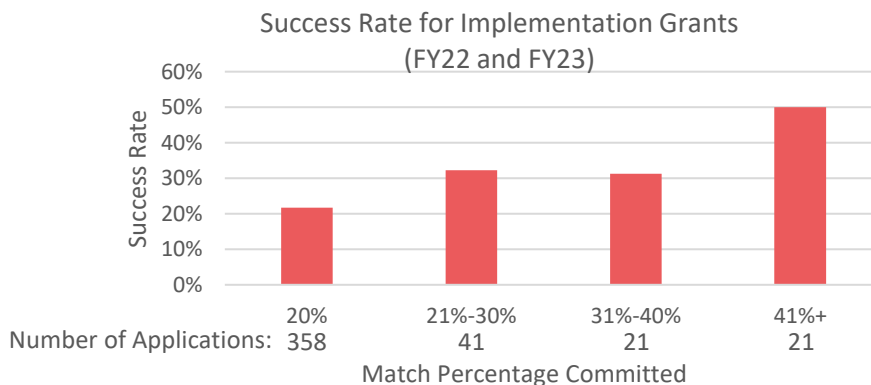


AWARD INSIGHTS

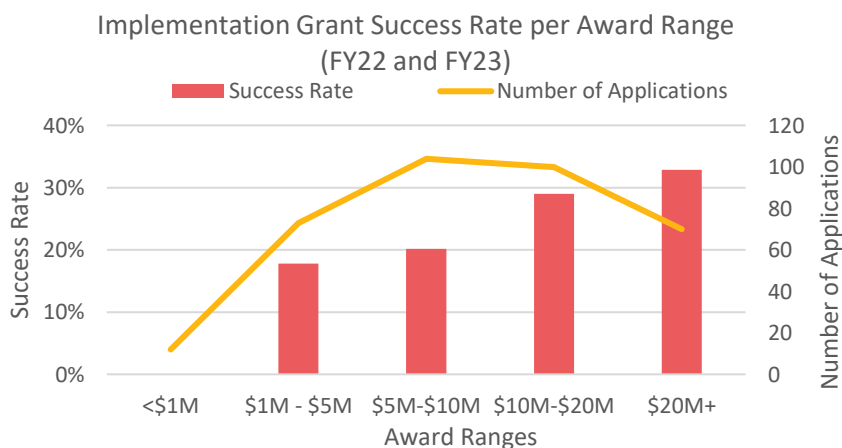
Planning grants success rates are near 100% - For FY22 (100%) and FY23 (99%) planning grants were awarded for nearly every applicant. Action plans – which can be developed with planning grant funds - are required to apply for implementation grants.

Implementation grants for FY23 favored applicants with preexisting plans – Only two applicants (Las Vegas, NV and Riverside, CA) were awarded FY22 planning funds and FY23 implementation funds, signaling 46 of 48 implementation awardees in FY2023 developed action plans without planning funds.

Success Rates for implementation grants increased with higher match commitments – While only 19% of applicants (83 of 441) committed more than the 20% minimum match, these applicants saw an increase in success percentage from 22% (minimum 20% match) to an average of 36% (more than 20% match).



Success rates for implementation grants increased for award amounts over \$10M – Award amounts over \$10M had a success rate of 31% (34 awards for 189 applications) versus only 19% (52 awards for 180 applications) for awards under \$10M. Furthermore, awards over \$20M had the highest success rate (33%), almost double of that for awards between \$1M and \$5M (18%) with roughly the same number of applicants (70 and 73 respectively)



APPENDIX: SOURCES & LINKS

DATA SOURCES

- [SS4A application FAQs](#)
- [All awarded 2023 SS4A projects](#)
- [All Awarded 2022 SS4A projects](#)
- [SS4A Applicant Eligibility](#)
- [SS4A 2023 NOFO](#)
- [FY 2023 SS4A Webinar series](#)

ADDITIONAL RESOURCES

- [Local Government Infrastructure Hub](#)
- [National League of Cities – 10 Ways to Make Your Local Match for Federal Projects](#)