

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

Overview of Highway Programs and Safe Streets and Roads for All (SS4A) Grants

ACEC Massachusetts

Transportation Agencies Liaison Committee

August 17, 2022



U.S. Department
of Transportation

**Federal Highway
Administration**

*Also known as the "Infrastructure Investment and Jobs Act"

High Points of BIL Highway Provisions

- **Funds highway programs for five years (FFY 22-26)**
- **\$350.8 billion (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - \$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs, including—**
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, safety, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities to access new funding**



Massachusetts Formula Funding

- Five-year (FFY 2022 to 2026) highway formula funding totals \$5.4 billion
- Increase of \$1.9 billion over previous programmed amount of \$3.5 billion
- Increase of \$449 million for existing formula programs
- Increase of \$200 million for two new apportioned formula programs:
 - \$106 million for new resiliency program (PROTECT)
 - \$94 million for new carbon reduction program
- Increase of \$1.3 billion for three new supplemental formula programs:
 - \$1.23 billion for new formula bridge program
 - \$64 million for new electric vehicle infrastructure program
 - 9 million for ferries and terminals



Discretionary Programs - Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

SS4A Overview: Funding

Funding

- \$1B annually, FY22-26
- At least 40% of annual funding will be awarded for Action Plan Grants and supplemental action plan activities
- Balance of funding available for Implementation Grants

Cost share/match

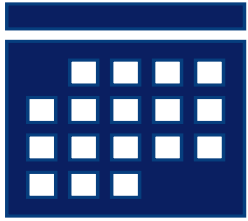
- 80% Federal | 20% local match cost share
- Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year
- *Note: Tribal projects are not considered part of the State cap*
- *No set-aside for rural areas or other grantee categories*

Recipient Types

- Single recipients
- Joint applications
 - Multijurisdictional groups could have varied structures to support local needs



SS4A NOFO Is Now Open



Notice of Funding Opportunity is now **OPEN**



Submit technical questions by August 15, 2022

Apply by September 15, 2022, at 5:00 p.m. EDT

No late applications will be accepted



Additional resources about SS4A and the NOFO can be found at

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



SS4A Overview: Eligible Recipients

- Metropolitan planning organization (MPOs)
- Political subdivision of a State
 - *A unit of government under the authority of State law, including cities, towns, counties, special districts, and similar units of local government.*
 - *A transit district, authority, or public benefit corporation if it was created under State law, including transit authorities operated by political subdivisions of a State*
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the entities above



SS4A Overview: Joint Applicants vs. Partners

Joint Applicants

- Are each independently eligible entities
- Are each party to the grant

Partners

- May include additional eligible and non-eligible entities (States, private companies, etc.)
- Are not party to the grant
- If an eligible applicant is a partner on an application (and not a joint applicant), being a partner on that application does not count as the one application for an eligible applicant

Joint Application Scenarios:

- <https://www.transportation.gov/grants/ss4a/how-to-apply#joint-applicant-scenarios>



Grant Types

Action Plan

NOFO,
pg. 4

Develop or complete a comprehensive safety action plan

See NOFO, Table 1 on page 4

Conduct supplemental action planning activities (*in support of an existing comprehensive safety action plan*)

See NOFO, section 3b on page 12

Implementation

NOFO,
pg. 6

- Implement projects and strategies
- Conduct planning and design
- Conduct supplemental action planning activities (in support of an existing comprehensive safety action plan)

Applicant must already have established Action Plan in place. Activities must be tied directly to projects and strategies identified in Action Plan.

See NOFO, section 3ii on page 15



Choose Application Pathway



Eligible entities can use the self-certification worksheet to determine which grant to apply for: <https://www.transportation.gov/node/217141>



Action Plan Elements

Leadership Commitment



From a high-ranking official or governing body

Planning Structure



SS4A Oversight (e.g., committee, workgroup)

SS4A Champion (e.g., day-to-day organization)

Planning Process Inputs



Goal Setting

Safety Analysis



Engagement and Collaboration



Equity Considerations

Planning Process Outcomes



Policy and Process Changes



Strategy and Countermeasure Selections



Project Prioritization



Evaluation and Transparency



Self-Certification Eligibility Worksheet

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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?

☐ YES ☐ NO
If yes, provide documentation:

- 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?

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?

☐ YES ☐ NO
If yes, provide documentation:

- 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.

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Safe Streets and Roads for All Self-Certification Eligibility Worksheet

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.

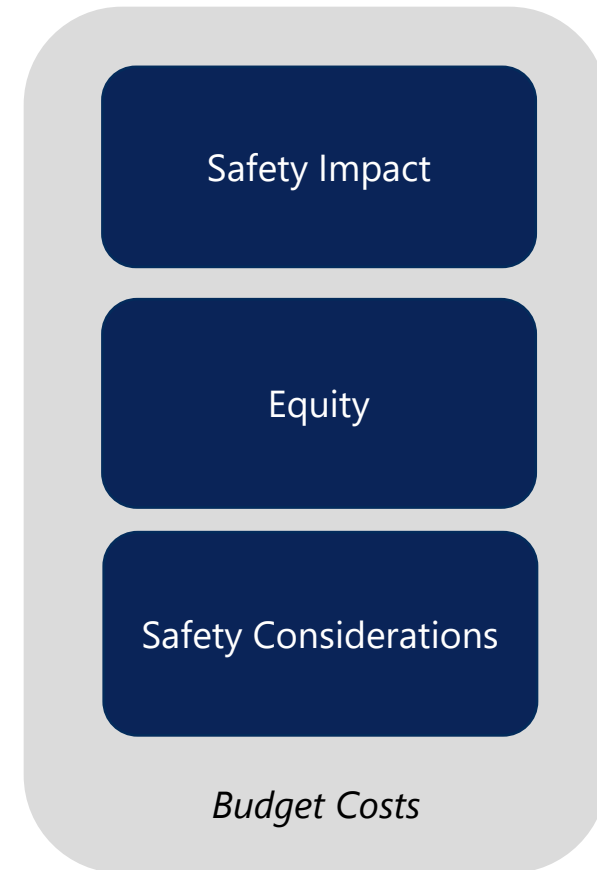
9 Was the plan finalized and/or last updated between 2017 and 2022?

☐ YES ☐ NO
If yes, provide documentation:



Action Plan Grants Evaluation Approach

- Three major criteria:
 - Safety Impact (*quantitative*)
 - Equity (*quantitative*)
 - Safety Considerations (*narrative*)
- Quantitative criteria rely on public information and give options to meet community needs:
 - The count of roadway fatalities from 2016-2020
 - Fatality rate average from 2016-2020, divided by 2020 U.S. Census population
 - Percent of population in underserved communities within the jurisdiction
- Additional consideration:
 - Budget Costs



Implementation Grants

- Implementation Grants fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Applicants **must** have an established Action Plan to apply for Implementation Grants.



Sample Implementation Activities

- Applying low-cost systemic roadway safety treatments
- Transforming a roadway corridor
- Installing pedestrian safety enhancements and closing network gaps
- Working with community members in an identified problem area
- Supporting the development of bikeway networks
- Carrying out speed management strategies
- Creating safe routes to school and public transit services
- Conducting education campaigns to accompany new infrastructure
- Implementing data collection and analysis
- Deploying advanced transportation technologies,
- Combating roadway departure crashes
- Evaluating and improving the safety of intersections
- Improving first responder services
- Unifying and integrating safety data across jurisdictions



Proven Roadway Safety Strategies: Infrastructure

- FHWA's Proven Safety Countermeasures initiative (PSCi) is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways.
- To learn more about Proven Safety Countermeasures, visit safety.fhwa.dot.gov/provencountermeasures/.

Examples of Countermeasures

PEDESTRIAN/BICYCLIST



Crosswalk Visibility Enhancements



Bicycle Lanes



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Road Diets (Roadway Reconfiguration)



Walkways

CROSSCUTTING



Pavement Friction Management

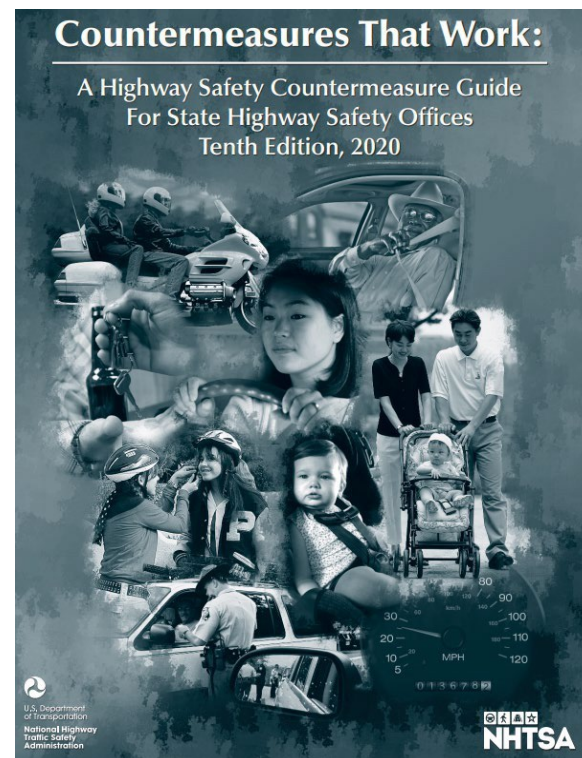


Lighting



Countermeasures That Work

- NHTSA's *Countermeasures That Work* is a basic reference guide to help users select effective, evidence-based behavioral countermeasures for traffic safety problem areas.
- To learn more about *Countermeasures That Work*, visit https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf.



Implementation Grants Evaluation Approach

Implementation Grant applications should draw upon the foundation of the Action Plan, which is built on safety and equity as principal components.

Four selection criteria:

1. **Safety impact**
2. Equity, engagement, collaboration
3. Effective practices and strategies
4. Climate and sustainability, and economic competitiveness

Two considerations:

- Project readiness
- Funds to underserved communities





How to Apply

Application Details

- Final applications for Safe Streets and Roads for All (SS4A) grants must be submitted through [Grants.gov](https://www.Grants.gov).
- **Please be aware that you must complete the Grants.gov registration process before submitting the final application, and that this process usually takes 2-4 weeks to complete.** Applicants are encouraged to start the Grants.gov registration process now.
- Final applications must be submitted by **5:00 p.m. EDT on Thursday, September 15, 2022.** Applicants are strongly encouraged to make submissions in advance of the deadline.



Unique Entity Identifiers

- All applicants will need to obtain a Unique Entity Identifier (UEI) through GSA to apply for grant opportunities in grants.gov.
- On April 4, the federal government stopped using Dun & Bradstreet's proprietary Data Universal Numbering System (DUNS) to identify contractors and grantees and began exclusively using the Unique Entity Identifier (UEI).
- **The process of obtaining a UEI can take up to a month, so applicants are encouraged to apply for the UEI now. If you previously had a DUNS number, your UEI has already been created and is available to view in SAM.gov.**
- For more information, see <https://sam.gov/content/home>.



SS4A Funding Parameters

- **Grants.gov Opportunity Number:** DOT-SS4A-FY22-01
- **CFDA Assistance Listing:** 20.939 – Safe Streets and Roads for All program
- Those interested in applying for Implementation Grants should use the application materials in Opportunity Package ID **PKG00274329**.
- Those interested in applying for Action Plan Grants should use the application materials in Opportunity Package ID **PKG00274330**.

www.transportation.gov/grants/ss4a/how-to-apply



SS4A Webiste

SS4A Grant Program Website: www.transportation.gov/SS4A



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Related Links

- [Bipartisan Infrastructure Law Technical Assistance and Local Support \(FHWA\)](#)
- [Complete Streets \(FHWA\)](#)
- [Countermeasures That Work \(NHTSA\)](#)
- [Local Road Safety Plans \(FHWA\)](#)
- [Our Roads, Our Safety \(FMCSA\)](#)
- [Proven Safety Countermeasures \(FHWA\)](#)
- [Zero Deaths – Saving Lives through a Safety Culture and](#)

Safe Streets and Roads for All (SS4A) Grant Program

The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

FY22 Notice of Funding Opportunity is open, now through September 15, 2022

The [FY22 Notice of Funding Opportunity](#) (NOFO) for Safe Streets and Roads for All grants is live on Grants.gov.

The deadline for applications is 5:00 p.m. EDT on September 15, 2022. For details, more information, and applicant guidance:

- [Review the NOFO](#)
- [Visit our "How to Apply" assistance page](#)
- [Attend a "How to Apply" webinar](#)

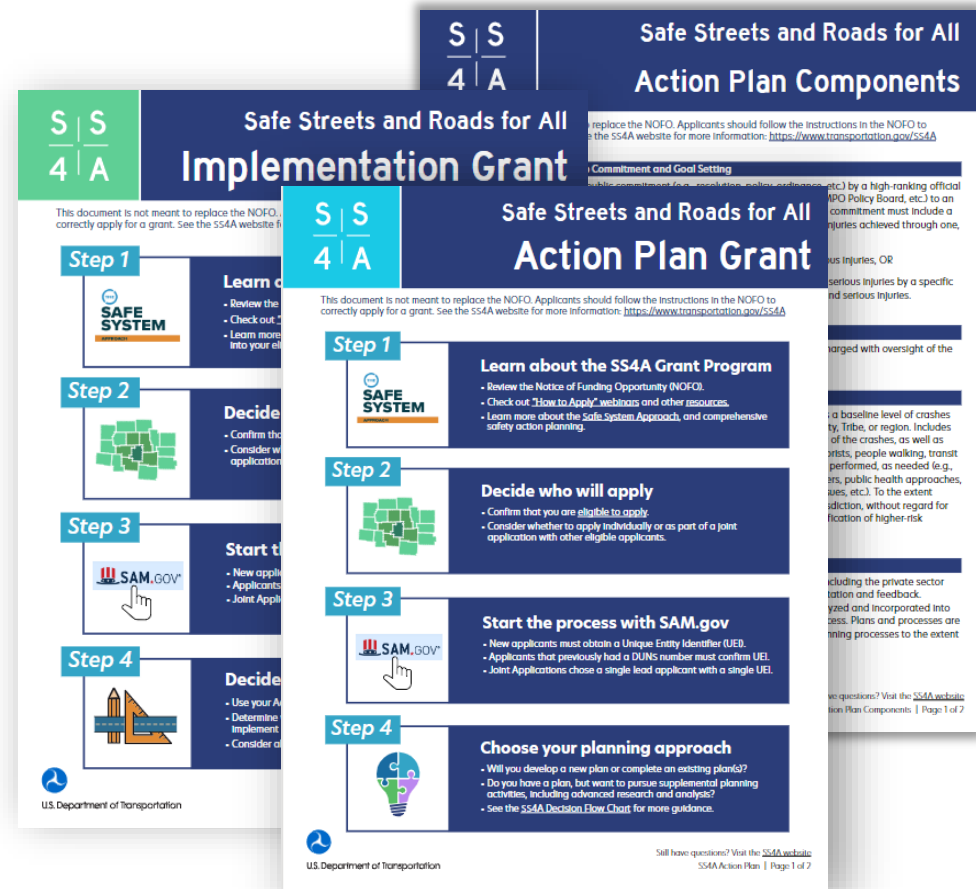


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Content in this presentation is subject to change.

Application Aids

- A series of checklists, planning worksheets, and fillable forms is available on the SS4A website to help guide applicants through the eligibility and application process.



BIL Discretionary Project Implementation

Grants are reimbursement agreements and require conformance with all applicable Federal laws and regulations:

- Matching funds
- Project programmed on TIP/STIP
- National Environmental Policy Act (NEPA)
- Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)
- Davis-Bacon Act
- Buy America
- Disadvantaged Business Enterprise contract goals
- Title VI of the Civil Rights Act
- Americans with Disabilities Act
- Brooks Act



Thank You!

FHWA Massachusetts Division

Ken Miller
Cassie Ostrander
Chris Timmel

