Safe Streets and Roads for All Funding

Am I eligible to apply?

Counties, cities, towns, villages, tribal governments, rural planning organizations, rural planning associations, and multijurisdictional groups comprised of these are all eligible to apply for funding.

What is the Safe Streets and Roads for All program?

Safe Streets and Roads for All (SS4A) is a grant program from the United States Department of Transportation to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries. The program focuses on the development of a comprehensive safety action plan and its implementation for all users of highways, streets, and roadways– this includes pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

There are two types of SS4A grants: Planning and Demonstration Grants and Implementation Grants

Action Plan Grant example activities:

Communities can use Action Plan Grants to develop or complete an Action Plan or to conduct supplemental planning activities.

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries
- Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback
- Equity considerations developed through a plan using inclusive and representative processes.
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety
- Strategy and project selections that identify 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
- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data

Supplemental planning example activities (must have an eligible Action Plan in place): that support or enhance an existing Action Plan could include, but are not limited to:

- Topical safety sub-plans focused on topics such as speed management, vulnerable road users, accessibility for individuals with disabilities, Americans with Disabilities Act of 1990 (ADA) transition plans, health equity, safety-focused Intelligent Transportation System implementation, lighting, or other relevant safety topics
- Road safety audits
- Additional safety analysis and expanded data collection and evaluation using integrated data
- Follow-up stakeholder engagement and collaboration
- Targeted equity assessments
- Progress report development
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans

Demonstration Activity Examples
- Feasibility studies using quick-build strategies that inform permanent projects in the future (e.g., use of paint and plastic delineator posts to experiment with impermanent roadway design changes, use of removable barriers to reallocate roadway space)
- Various Manual on Uniform Traffic Control Device (MUTCD) engineering studies that further safety applications of the MUTCD (e.g., evaluating warrants for traffic signal installation, high-visibility crosswalk markings, bike lane treatments)
- Pilot programs for behavioral or operational activities that include at least one element of the Safe System Approach (e.g., test out a new education campaign's messaging at a small scale, trial changes to how Emergency Medical Services respond to crashes)
- Pilot programs that demonstrate safety benefits of technologies not yet adopted in the community (e.g., variable speed limits, technology for adaptive signal timing, adaptive lighting, Intelligent Transportation Systems, vehicle-to-infrastructure technology). Eligible technologies must be commercially available and at a prototype or advanced technological readiness level

Implementation Grant example activities: these could be conducted as part of an Implementation Grant. This list is not intended to be exhaustive in nature and could include infrastructure, behavioral, and operational safety activities identified in an Action Plan:

- Applying low-cost roadway safety treatments system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors
- Identifying and correcting common risks across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route
- Transforming a roadway corridor on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users
- Installing pedestrian safety enhancements and closing network gaps with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices
- Working with community members in an identified problem area to carry out quick-build street design changes informed by outreach and user input
- Supporting the development of bikeway networks with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities
- Carrying out speed management strategies such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras
- Creating safe routes to school and public transit services through multiple activities that lead to people safely walking, biking, and rolling in underserved communities
- Promoting the adoption of innovative technologies or strategies to promote safety and protect vulnerable road users. Conducting education campaigns to accompany new or innovative infrastructure, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones
- Implementing standard and novel data collection and analysis technologies and strategies to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure dataDeploying advanced transportation technologies, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems (e.g., Intelligent Speed Assistance [ISA])
- Combating roadway departure crashes through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements
- Evaluating and improving the safety of intersections by considering innovative design changes, improved delineation, and advanced warning
- Improving first responder services with improved crash data collection, formalizing street names and addressing, and enhancing emergency vehicle warning systems
- Unifying and integrating safety data across jurisdictions where local agencies share their crash, roadway inventory, and traffic volume data to create an analytic data resource

How do I apply?

Please carefully review the instructions for submitting an application as well as the eligibility requirements listed in the Notice of Funding Opportunity (NOFO).

The SS4A website has a Frequently Asked Questions page addresses common programmatic questions.

This round of applications is due by 5:00 P.M. Eastern Time on Monday, July 10, 2023.

Matching funds:

Local match of no less than 20 percent is required for all SS4A grant funds. Local match may include both cash as well as in-kind contributions. Details on cost-sharing and match can be found in 2 CFR § 200.306, and illustrative examples can be found in SS4A Match and Cost Share Examples.
In-kind contributions are typically in the form of the value of personnel, goods, services, space, and utilities contributed by a non-federal third party, such as a private business or nonprofit, specifically for the project. Routine operations and passive attendance at events do not count as in-kind match. Additionally, the value of personnel, goods, services, space, and utilities provided by the recipient toward work on the grant may count toward local match, and may be billed as direct or indirect costs, as appropriate, toward the grant and reimbursed with SS4A funding.

How can I make sure my application is successful?

Use the following checklists and planning worksheets intended to help guide applicants through the SS4A eligibility and application process:
- Action Plan Components (from NOFO Table 1)
- Self-Certification Eligibility Worksheet (mandatory)
- SS4A Implementation Grant Project Area Crash Data Fact Sheet and Form Template
- SS4A Supplemental Estimated Budget Template
- SS4A Application Checklists: Planning and Demonstration Grant and Implementation Grant
- SS4A Match and Cost Share Examples
- Calculating Average Annual Fatality Rate
- Calculating Percentage of Population in Underserved Communities
- Standard Forms (SF) Fact Sheet
- SS4A Costs and Contracting FAQs

There are many helpful links, including proven safety countermeasures, case studies, guidance on equity and complete streets components, and action plan tutorials available on the SS4A Resources page.

Where can I get more information?

The United States Department of Transportation Website is continually updated with more information on the grant application process. Visit here for the latest information.