

# Safe Streets and Roads For All (SS4A)

Program and Potential Action Plan Grants



# Overview of SS4A

- Established by the Bipartisan Infrastructure Law
- Purpose is to fund initiatives to prevent roadway deaths and serious injuries
- Goal is zero deaths and serious injuries on nation's roadways based on a Safe System Approach
- \$5 billion in appropriated funds over 5 years
- \$1 billion available in FY22 – Applications are due September 15, 2022
- 20% non-federal match requirement

# SS4A Details

- **Eligible Activities**
  - Develop or update a Safety Action Plan (Action Plan)
  - Conduct planning, design, and development activities in support of an Action Plan
  - Carry out projects and strategies identified in an Action Plan
- **Must have Action Plan before implementation activities can be funded**
- **Bulk of FY22 funding is expected to go towards funding Action Plans**
- **Who Can Apply**
  - Metropolitan Planning Organizations
  - Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a state
  - Federally recognized Tribal governments
  - Multijurisdictional groups comprised of the above entities

# What is a Safety Action Plan

- **Based on Safe System Approach**
  - **Death and Serious Injuries are Unacceptable**
    - Prioritizes the elimination of fatal and serious injury crashes
  - **Humans Make Mistakes**
    - Design and operate the transportation system to accommodate certain types of mistakes and avoid death and serious injuries when a crash occurs
  - **Humans are Vulnerable**
    - Design and operate the transportation system in a manner that is human-centric and accommodates physical human vulnerabilities
  - **Responsibility is Shared**
    - All stakeholders are vital to preventing fatalities and serious injuries
  - **Safety is Proactive**
    - Proactive tools should be used to identify and address safety issues in the transportation system rather than waiting for crashes to occur and reacting afterwards.
  - **Redundancy is Crucial**
    - Strengthen all parts of the transportation system so that if one part fails, the other parts still protect people

# Complementary Objectives

- **Safer People:** Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- **Safer Roads:** Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- **Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
- **Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

# Safety Action Plan Components

- **Leadership Commitment and Goal Setting**
  - Official public commitment by governing body to an eventual goal of zero roadway fatalities and serious injuries, with target date.
- **Planning Structure**
  - Committee/task force or other implementation group charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety Analysis**
  - Detailed analysis of existing conditions, historical trends, locations, severity, contributing factors, and crash types.
  - Analysis of systemic and specific safety needs
- **Engagement and Collaboration**
  - Robust engagement with the public and relevant stakeholders – including private sector and community groups.
- **Equity Considerations**
  - Utilize an inclusive and representative process that assesses the equity impacts of proposed projects and strategies.
- **Policy and Process Changes**
  - Assess current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety
- **Strategy and Project Selections**
  - Identify a comprehensive set of projects and strategies supported best available evidence and practices. Provide a prioritized list of countermeasures and strategies including timeframes for implementation.
- **Progress and Transparency**
  - Include methods to measure progress over time and transparent annual public reporting on progress towards reducing fatalities and serious injuries

# Possible Action Plan Grant

- RPC is considering applying for a Safety Action Plan Grant
  - Possible joint application with other MPOs
  - Possible joint application with communities (depending upon interest)
  - Likely consultant-led process
  - Proposals due in September, decisions made over the winter and contracts in place within 12 months. Expectation is that if funded, this would start in summer 2023.

# Possible Action Plan Grant

- Action Plan Grant Applications judged based on:
  - Total crash fatalities from 2016-2020 (5 years)
  - Fatality Rate per 100,000 population
  - Percentage of population in underserved communities
  - Safety Considerations Narrative indicating inclusion of low-cost, high-impact strategies; inclusive community engagement; innovative technologies or strategies; and evidence-based projects and strategies.
- Budget Costs also considered



# Possible Action Plan Grant

- Scope is generally straight-forward
- Need to develop cost estimate
- Need to gauge community interest in eventually applying for Implementation Grants
- Need to gauge willingness to provide matching funds
  - Small amount of funding from all communities?
  - Larger amount of funding from smaller number?