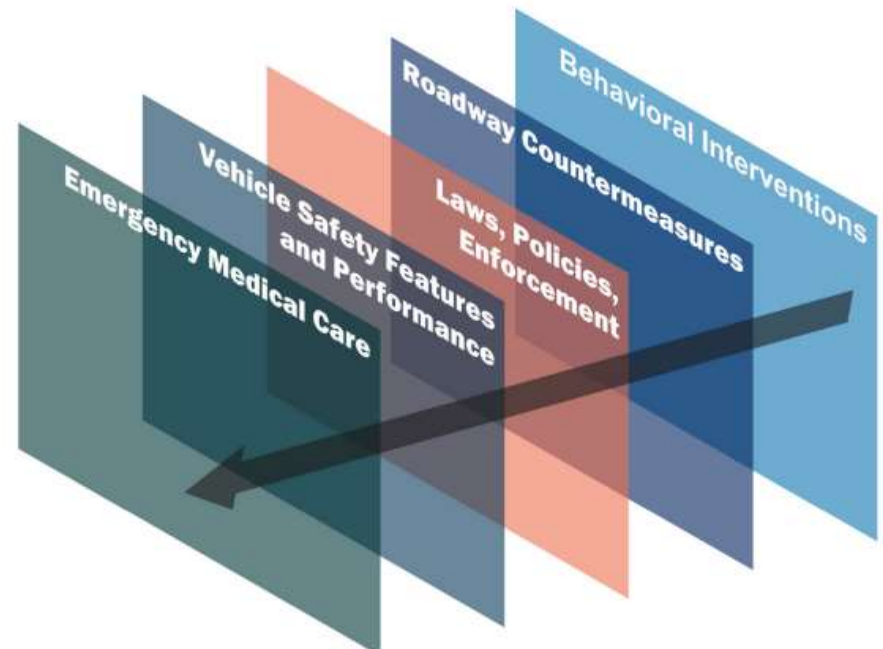


Safe Streets for All Grant

National Roadway Safety Strategy

- Released January 2022
- US DOT Vision for Roadway Safety is Zero
- Adopts the Safe System Approach to Achieve Results
- Seeks opportunities to Address Safety, Equity and Climate Simultaneously
- [National Roadway Safety Strategy](#)

All layers of a Safe System Approach are critical.



Safe Streets for All (SSFA) Grant

- **New funding source** in the Bipartisan Infrastructure Law (BIL), not related to Highway Safety Improvement Program (HSIP) or other safety funding sources
- **Competitive** funding source - projects awarded on an annual basis
- Supports local initiatives to **prevent death and serious injury**
- **\$200 Million** per year is allocated through FY 2026
- Only **Local Agencies (Towns, Cities, Villages, etc.), MPOs, and Tribes** may apply
- Notice of Funding Opportunity (NOFO) anticipated in **Mid-May, 2022**



SSFA Funding Schedule and Provisions

- At least \$200 Million awarded per year
 - FY 2022- FY 2026
 - Up to \$1 billion can be awarded annually via advance appropriations
- No more than 15% of funds may go to projects in a given state in a year
- 40% of awards must go towards planning grants
- Maximum federal contribution to any project is 80% total project cost



SSFA Purpose and Priorities

- Supports local “Vision Zero” or “Toward Zero Deaths” initiatives
- Emphasis on projects and programs that:
 - Demonstrate engagement
 - Adopt innovative technologies and strategies
 - Low-Cost, High-Impact strategies that affect a large geographical area
 - Advance equitable safety investments
 - Evidence-based
 - Simultaneously achieve other USDOT Secretary goals



SSFA Eligible Funding Uses

- To develop a comprehensive safety action plan
- To carry out projects and strategies identified in a comprehensive safety action plan

SSFA Eligible Applicants

- Metropolitan Planning Organization
- Political subdivision of a State
- Federally-recognized Tribal government
- Multijurisdictional group of previously described entities
- State DOTs and other State-level agencies are NOT eligible entities



Policies

Potential Example Projects

- Develop a Comprehensive Safety Action Plan (or SHSP)
- Bike and Pedestrian Improvements
- Modernize Roadway – Urban Road Diet
- Construct roundabout
- Speed Management
- Design and operational policy changes
- Pedestrian safety campaigns



Next Steps to Prepare

- Collaborate with neighboring and overlapping agencies and MDOT to look for opportunities
- Review programmed projects in existing safety plans, CIPs and TIPs to identify eligible projects or programs
- NOFO anticipated in Mid-May 2022, having something in place by then will be an advantage

