

ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE



U.S. Department
of Transportation
**Federal Highway
Administration**

Highway Safety Improvement Program

Infrastructure Investment and Jobs Act

Will Stein
Safety/Design Engineer
FHWA Minnesota Division

HSIP Funding

Highway Safety Improvement Program (HSIP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$2.407 B	\$2.980 B*	\$3.044 B*	\$3.110 B*	\$3.177 B*	\$3.246 B*

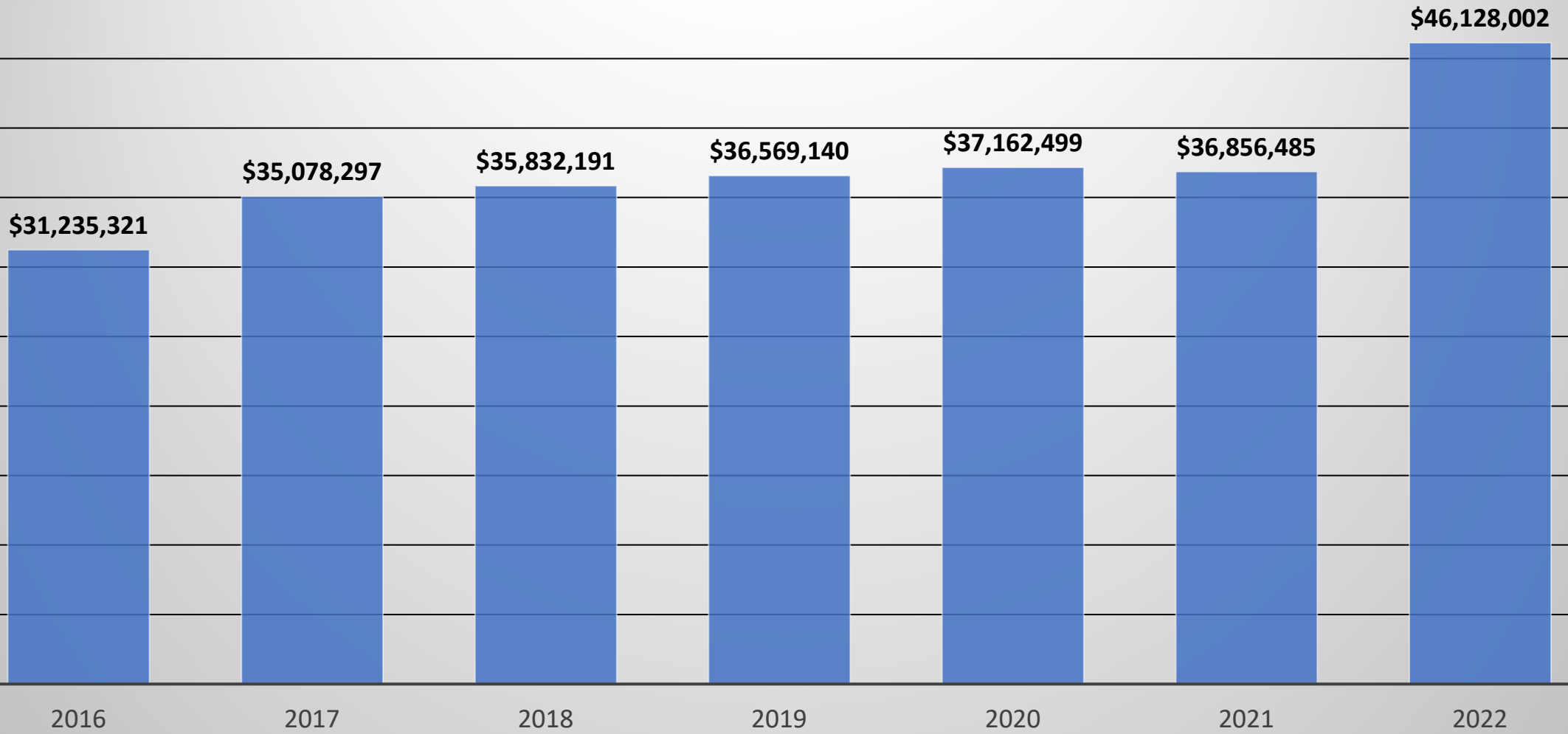
*Calculated (sum of estimated individual State HSIP apportionments)

Total: \$15.557B

34% Increase for HSIP

Compared to \$11.5B under FAST Act

MN HSIP Apportionment
(Rail Crossings and SP&R set-asides subtracted)



Section 164 funds

23 U.S.C. 154 and 23 U.S.C. 164

Federal-aid highway funds are transferred based on noncompliance with Open Container Requirements (154) or Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Under the Influence (164).

STATE	TOTAL PENALTY FUNDS FOR HSIP ELIGIBLE ACTIVITIES
MINNESOTA	8,783,656

Highway Safety Improvement Program

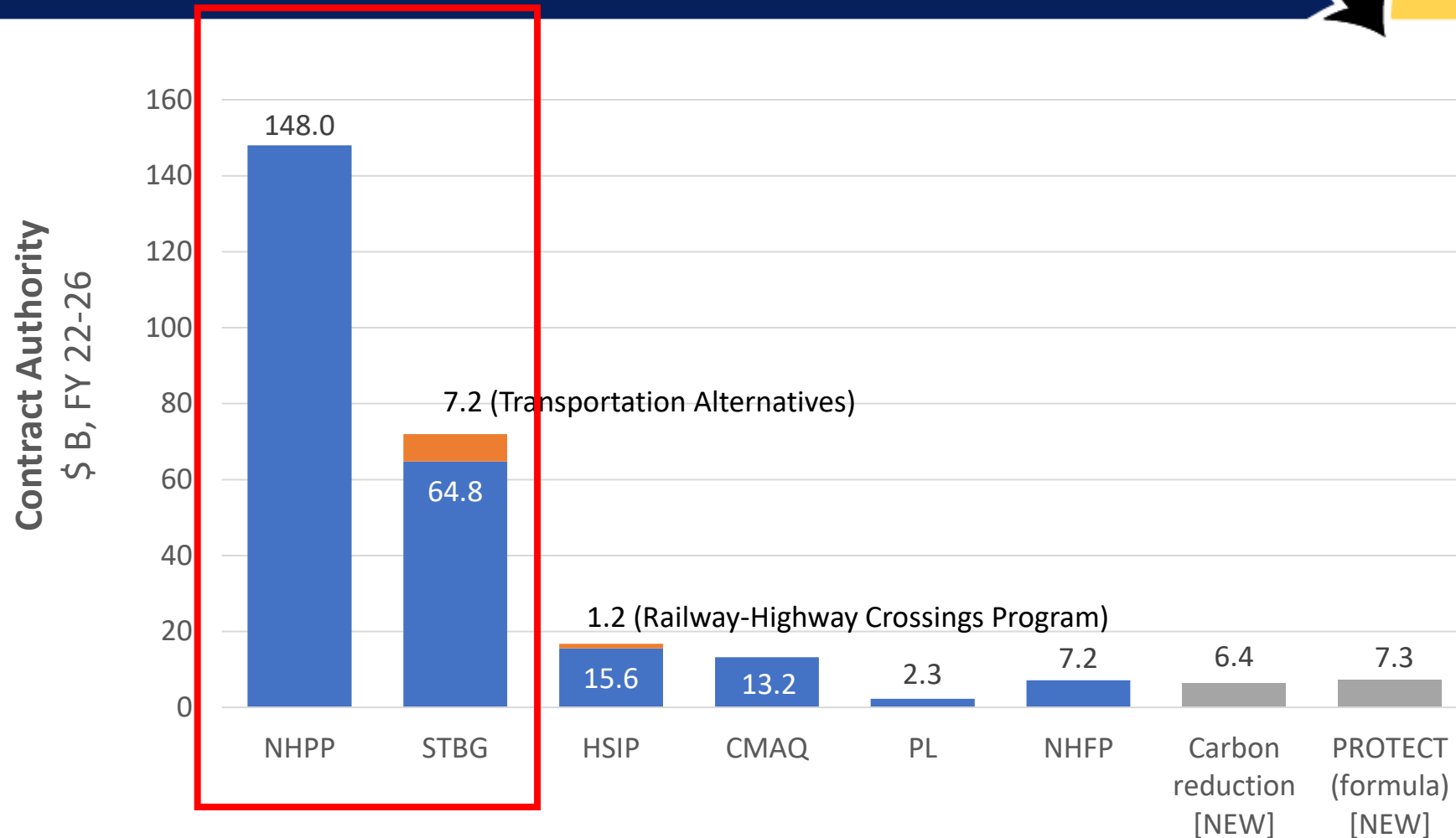


Purpose:

Reduce fatalities and serious injuries on ALL public roads

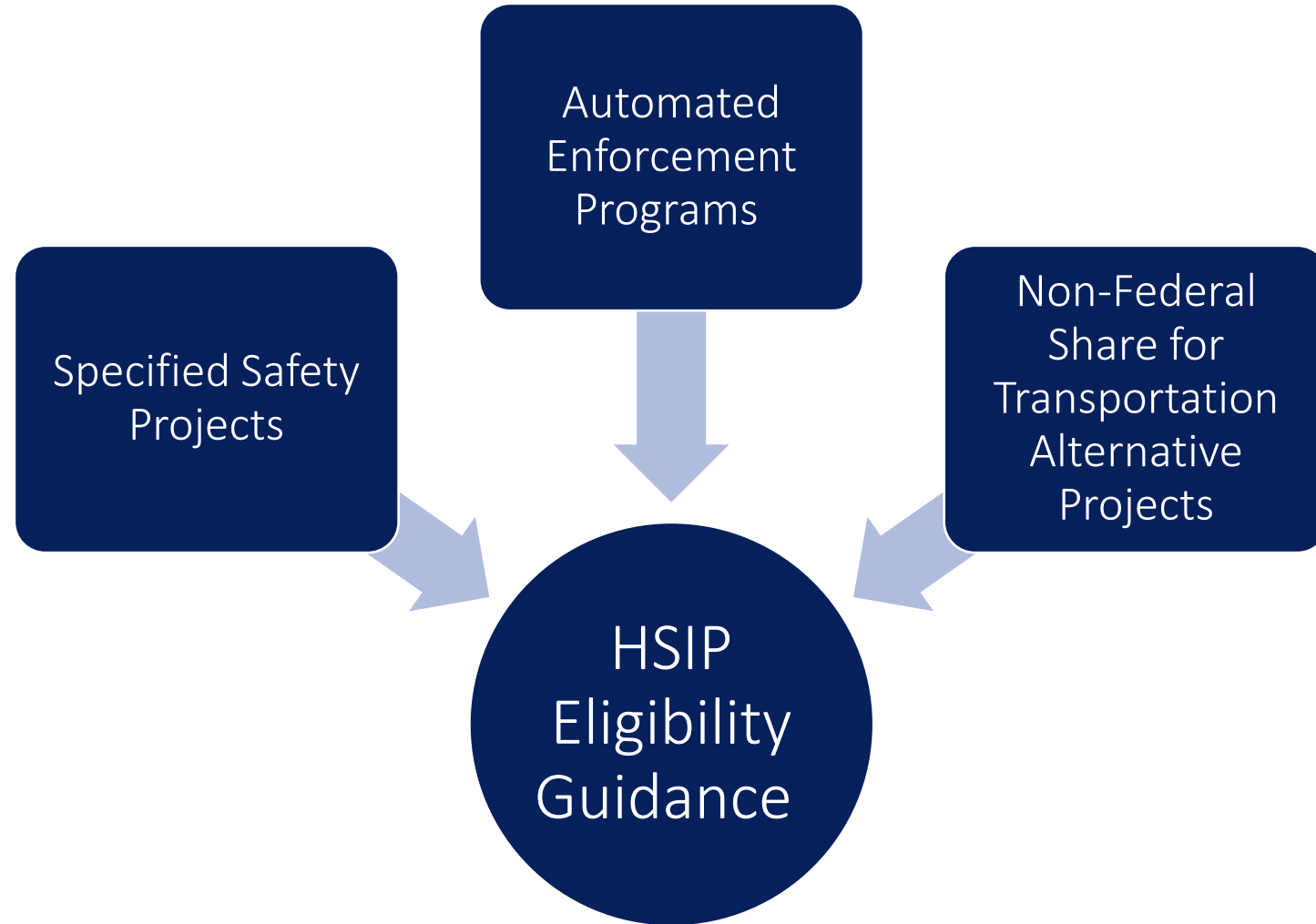
- ↳ Core Federal-aid Program
 - ↳ Strategic safety planning
 - ↳ Data-driven roadway safety management process
 - ↳ Program of highway safety improvement projects
- ↳ FHWA encourages States to:
 - Advance implementation of the Safe System Approach
 - Maximize opportunities to advance highway safety improvement projects that have the greatest potential to save lives
 - Use most, if not all, of available HSIP funds for eligible safety purposes

Prioritizing Safety in All Investments



Federal-aid apportioned programs under BIL

Expanded Eligibility



Specified Safety Projects

- States can spend up to 10% of their HSIP apportionment each fiscal year for specified safety projects to advance implementation of the SHSP
- 10% limit does not apply to non-infrastructure projects listed in definition of highway safety improvement project
- Authorized via separate program code (YS80) to track and monitor implementation
- Must meet all requirements as described in 23 U.S.C. 148 that apply to highway safety improvement projects



A specified safety project includes a project that:

- Promotes public awareness and informs the public regarding highway safety matters
- Facilitates enforcement of traffic safety laws
- Provides infrastructure and infrastructure-related equipment to support emergency services
- Conducts safety-related research to evaluate experimental safety countermeasures or equipment
- Supports safe routes to school non-infrastructure-related activities

Investing in All Public Roads



- ◀ Use HSIP funds for any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail.
- ◀ Consider WHERE fatalities and serious injuries are most occurring in your State

◀ FHWA encourages States to:

- Leverage HSIP to address full scope of safety needs, regardless of ownership
- Consult with regional, local, and Tribal agencies to identify, select, develop, and deploy highway safety improvement projects on local and Tribal roads.

◀ HSIP funds can be used to:

- Provide engineering assistance programs for local roads
- Develop local road safety plans

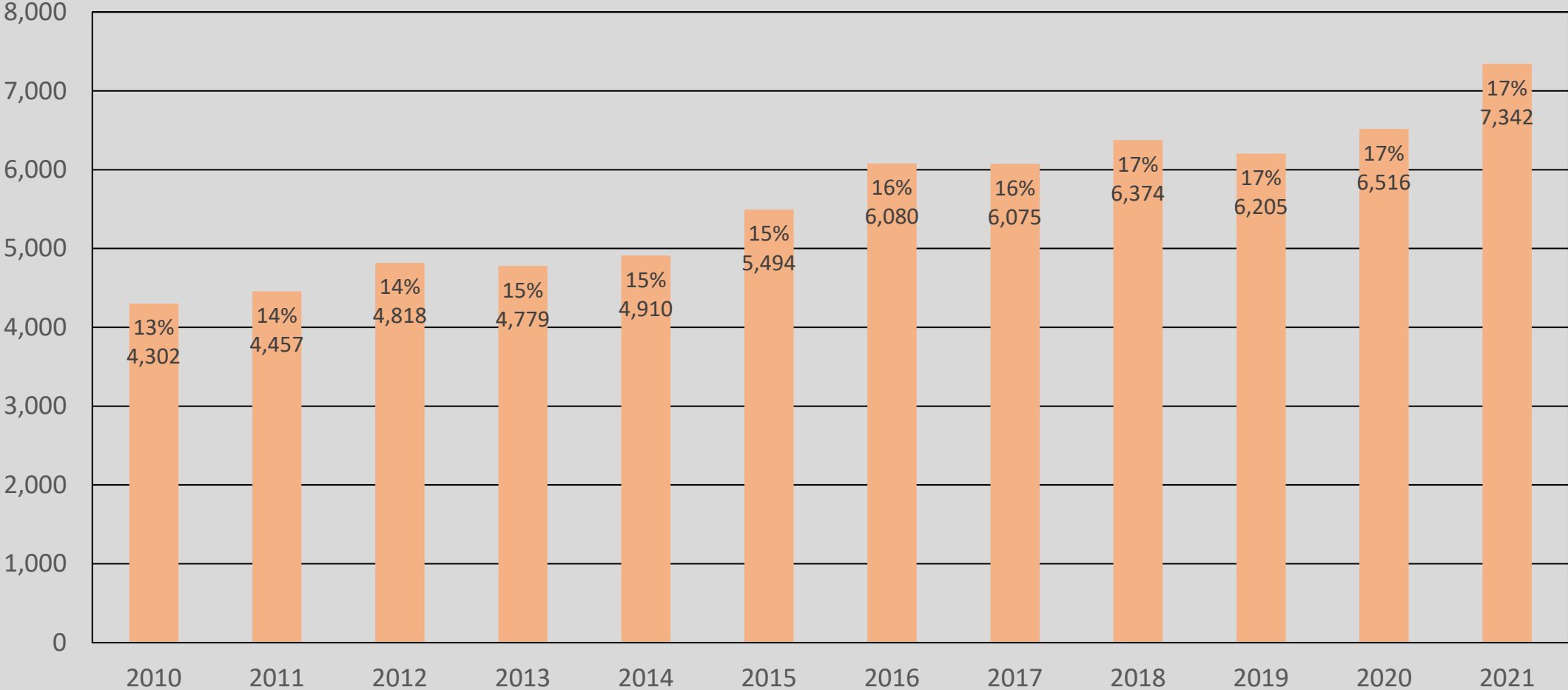
Emphasis on Vulnerable Road Users

- ↳ Created new VRU special rule
[23 U.S.C. 148(g)(3)]
- ↳ Requires States to develop VRU
Safety Assessment [23 U.S.C. 148(l)(1)]



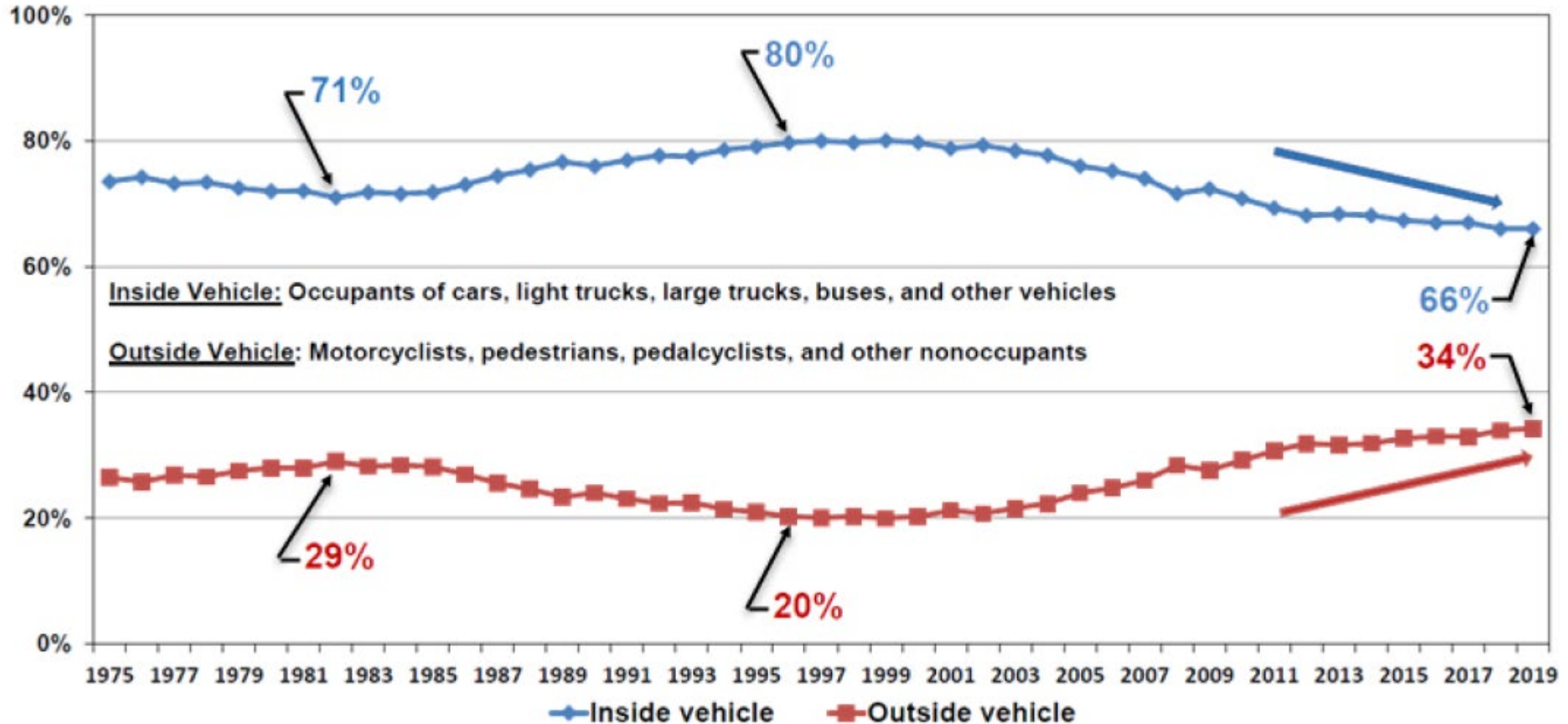
Source: www.pedbikeimages.org/ Mike Cynecki

U.S. Pedestrian Fatalities



Source: NHTSA

Fatalities by road user





Vulnerable Road User Special Rule

- **States must dedicate 15% of HSIP funding to safety projects that address VRUs ...**
- **If a State's number of VRU traffic fatalities is equal to or greater than 15% of the total State fatalities in a single year.**



Tiffany Drive



BIPARTISAN INFRASTRUCTURE LAW



FHWA Home / Bipartisan Infrastructure Law / Guidance

Home

Overview

Funding

Assistance / Local Support

Fact Sheets

Guidance



Safety

- [Highway Safety Improvement Program \(HSIP\) Eligibility Guidance](#)
- [HSIP Special Rules Guidance: Vulnerable Road User, High Risk Rural Roads Rule and Older Drivers and Pedestrians Rule](#)
- [Railway-Highway Crossing Program Questions and Answer Guidance](#)
- [Railway-Highway Crossing Program Reporting Guidance](#)



U.S. Department of Transportation

Safe Streets and Roads for All (SS4A)



© ambrozini - stock.adobe.com

© romaset - stock.adobe.com

NHTSA

NHTSA

Safe Streets and Roads for All Grants

Key program that supports the National Roadway Safety Strategy



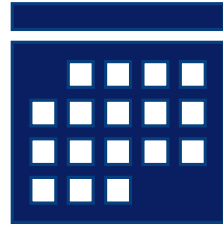
Gorodenkoff - stock.adobe.com

Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$1 billion in annual funding, FY22-26



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>





About SS4A Grants

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 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.



SS4A Overview: Funding

Grant Type	Political subdivision of a State	Federally recognized Tribal Government	MPO or joint application
Expected Action Plan Grant Size	\$200,000 - \$1M	\$200,000 - \$1 million	\$200,000 - \$5M
Expected Implementation Grant Size	\$5M - \$30M	\$3M - \$30M <i>(also applies to rural applicants)</i>	\$5M - \$50M <i>(\$3M - \$50M for rural applicants)</i>

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
- *Tribal projects are not considered part of the State cap*
- *No set-aside for rural areas or other grantee categories*



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



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.



Which Grant is Right for Your Community?



Table 2 from NOFO

Table 2: Self-Certification Eligibility Worksheet

Worksheet instructions: The purpose of the worksheet is to determine whether an applicant's existing plan is substantially similar to an Action Plan, or not. For each question below, answer yes or no. For each yes, cite the specific page in your existing Action Plan or other plan/plans that corroborate your response, provide supporting documentation, or provide other evidence. Refer to Table 1 for further details on each component. *Note:* The term Action Plan is used in this worksheet; it covers either a stand-alone Action Plan or components of other plans that combined comprise an Action Plan.

Instructions to affirm eligibility: Based on the questions in this eligibility worksheet, an applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, if the following two conditions are met:

- Questions 3, 7, and 9 are answered “yes.” If Question 3, 7, or 9 is answered “no,” the plan is not substantially similar and ineligible to apply for Action Plan funds specifically for a supplemental action plan activity, nor an Implementation Grant.
- At least four of the six remaining Questions are answered “yes” (Questions 1, 2, 4, 5, 6, or 8).

If both conditions are met, an applicant has a substantially similar plan.



Table 2 from NOFO

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





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.



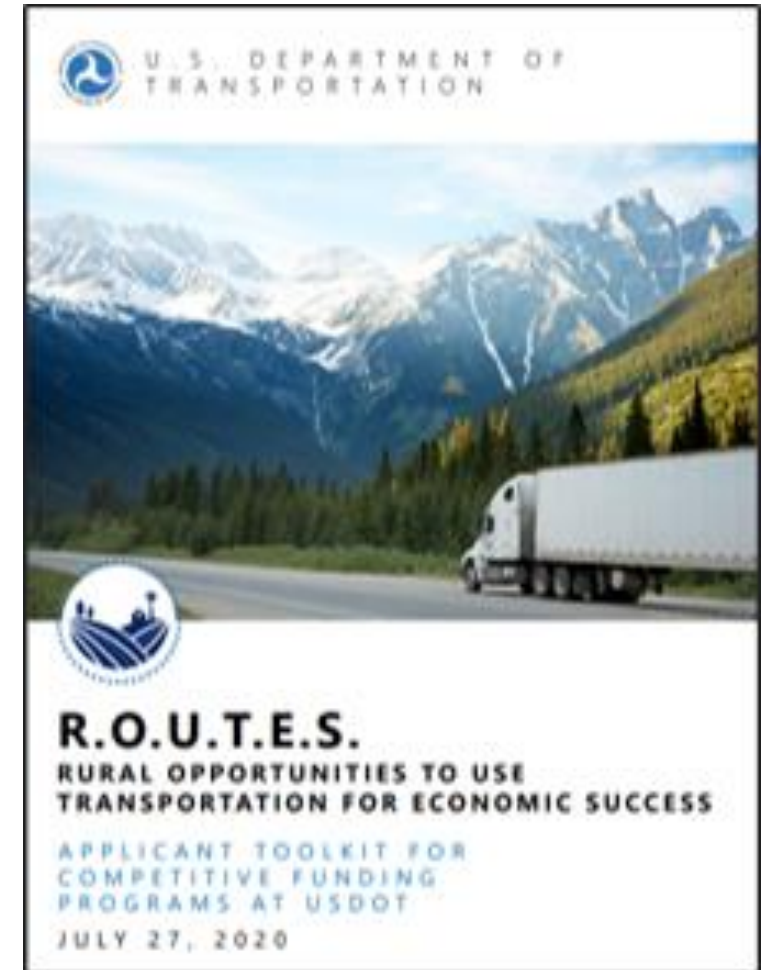
Unique Entity Identifiers

- 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>.



Federal Grants

- The R.O.U.T.E.S. grant applicant toolkit provides applicants with a roadmap and an overview of USDOT funding programs and opportunities.
- The toolkit includes specific tips on applying as a smaller applicant entity.
- The R.O.U.T.E.S. website hosts videos describing the toolkit and a PDF of the toolkit.
- www.transportation.gov/rural/grants/toolkit



Grants.gov

- Grants.gov also provides resources for applicants, including:
 - Grants 101 related materials on the overall discretionary funding process
 - Applicant training for using the Grants.gov application process

More information can be found at:

<https://www.grants.gov/web/grants/learn-grants.html>



Source: NHTSA



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.

Safe Streets and Roads for All Implementation Grant

Safe Streets and Roads for All Action Plan Grant

Step 1: Learn about the SS4A Grant Program

- Review the Notice of Funding Opportunity (NOFO).
- Check out "How to Apply" webinars and other resources.
- Learn more about the *Safe System Approach*, and comprehensive safety action planning.

Step 2: Decide who will apply

- Confirm that you are eligible to apply.
- Consider whether to apply individually or as part of a joint application with other eligible applicants.

Step 3: Start the process with SAM.gov

- New applicants must obtain a Unique Entity Identifier (UEI).
- Applicants that previously had a DUNS number must confirm UEI.
- Joint Applications chose a single lead applicant with a single UEI.

Step 4: Choose your planning approach

- Will you develop a new plan or complete an existing plan(s)?
- Do you have a plan, but want to pursue supplemental planning activities, including advanced research and analysis?
- See the *SS4A Decision Flow Chart* for more guidance.

U.S. Department of Transportation

Still have questions? Visit the [SS4A website](#)
SS4A Action Plan | Page 1 of 7

Friendly Advice and Reminders

- The SS4A program will consider one application per applicant, and applicants may only apply to one type of grant.
- Applicants must have an eligible Action plan in place to apply for an Implementation grant.
- The SS4A Program will not review or certify substantially similar plans to determine eligibility for Implementation Grants.
- Multiple Action Plan Grant applications that cover the same geographic area for an Action plan will be flagged as potentially duplicative and may not be funded.
- DOT encourages joint applications and partnerships.



SS4A Website

The screenshot displays the SS4A website interface. At the top, the U.S. Department of Transportation logo and name are on the left, and navigation links for 'ABOUT DOT', 'PRIORITIES', and 'CONNECT' are on the right. A search icon and five blue dots are also present. Below the header, a breadcrumb trail shows 'Home \ Grants'. The left sidebar contains a 'Safe Streets and Roads for All Grants' section with links for 'About Safe Streets and Roads for All Grants', 'Webinar Series', 'Resources', and 'FAQs'. Below this is a 'Related Links' section with a list of links including '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)', and 'Zero Deaths – Saving Lives through a Safety Culture and...'. The main content area features the title 'Safe Streets and Roads for All (SS4A) Grant Program'. The text describes the program established by the Bipartisan Infrastructure Law (BIL) with \$5 billion in funds over five years, available up to \$1 billion in FY22. It mentions that the program funds regional, local, and Tribal initiatives to prevent roadway deaths and injuries. A large graphic of the letters 'S | S' over '4 | A' is positioned to the right of the text. Below this, it states that the SS4A program supports Secretary Pete Buttigieg's National Roadway Safety Strategy and the goal of zero deaths and serious injuries. A bold heading reads 'FY22 Notice of Funding Opportunity is open, now through September 15, 2022'. The text indicates that the 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. A list of links provides further guidance: 'Review the NOFO', 'Visit our "How to Apply" assistance page', and 'Attend a "How to Apply" webinar'.

www.transportation.gov/SS4A