



# Effective and Competitive Safety Plans for New Safety Grants

## 2022 NTICC

Adam Larsen, FHWA Office of Tribal Transportation

[Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)

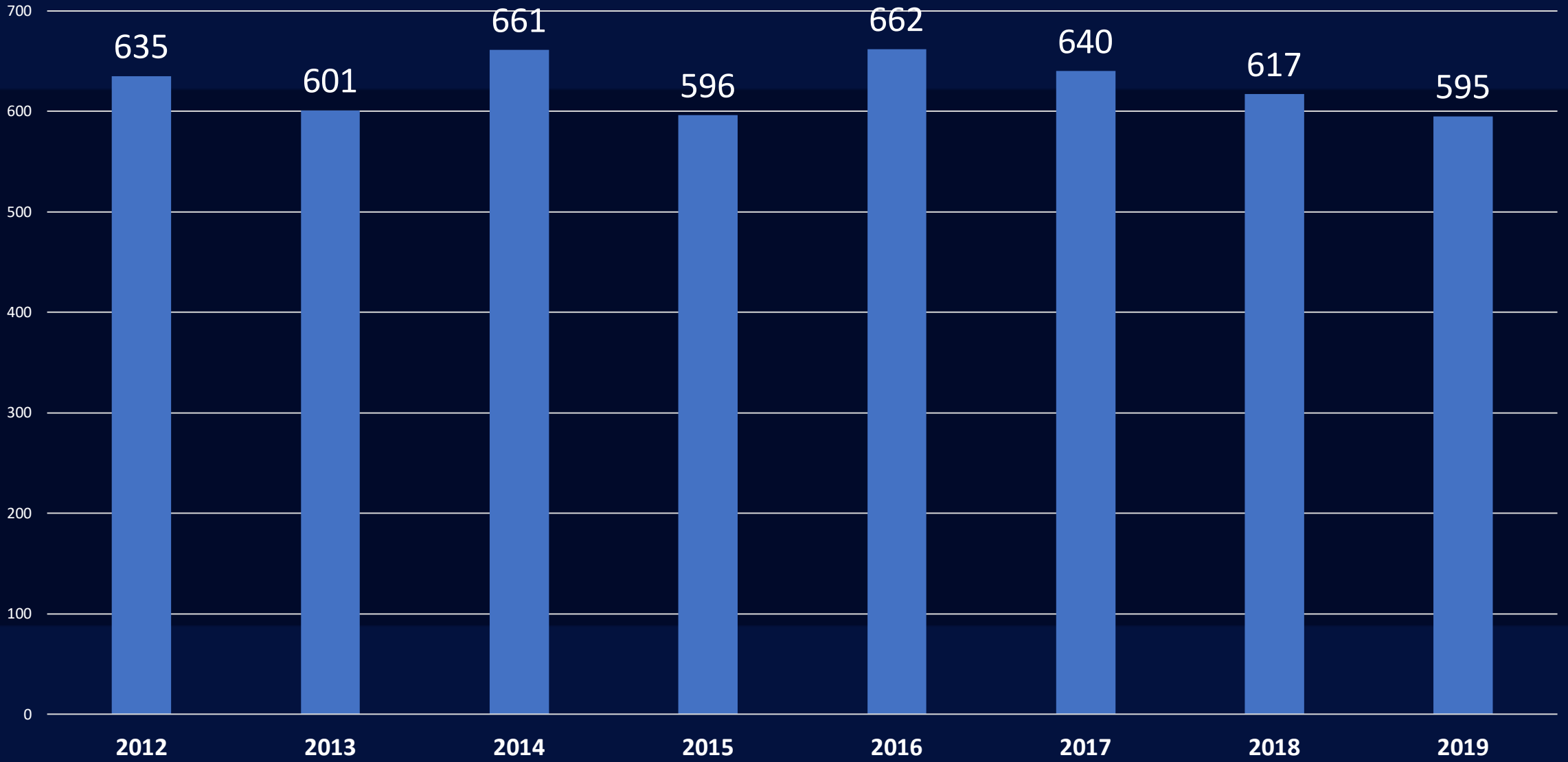
360-619-2601



# Topics

- TTPSF Transportation Safety Plans
- SS4A Safety Action Plans
- Resources

# REPORTED MOTOR VEHICLE FATALITIES IN TRIBAL AREAS



# Why Local Road Safety Plans?

More than **75%** of all roads are maintained by local agencies

Approximately **40-60%** of fatalities occur on locally owned roadways

Minnesota saw a **25%** reduction in county road fatalities after LRSP implementation

Thurston County, WA **35%** reduction in severe curve crashes after implementation of their LRSP.



# Tribal Transportation Program Safety Fund

- Established in 2013
- ~\$21-million per year (2022-2026)
- Competitive grant
- Tribes are the only eligible applicants
- Strategic safety plans encouraged
- Multi-year NOFO 2022-2026
- Application info at <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds> or Grants.gov
- Join the Mailing List at TribalSafety.org



# TTPSF Categories

Safety Plans

Data  
Assessment,  
Improvement,  
and Analysis

Infrastructure  
Improvement

Systemic  
Roadway  
Departure  
Countermeasures

Source:  
Cross Timbers Consulti

Source: FHWA

# Safety Plans



> 70% of Tribes have funding to develop a transportation safety plan

## TTP Safety Fund

- \$15,000 for new transportation safety plans
- \$10,000 for safety plan updates

# Local Road Safety Plans Do-It-Yourself Website

- <https://safety.fhwa.dot.gov/LRSPDIY/>





# Safety Planning Tips Video



<https://safety.fhwa.dot.gov/LRSPDIY/>



# Transportation Safety Plan Resources for Tribes

[www.TribalSafety.org/safety-planning-resources](http://www.TribalSafety.org/safety-planning-resources)

- Template for a Safety Plan
- Library of Completed Plans
- Links to guides and tools




Step 1

Identify Stakeholders



# Potential Stakeholders

- Tribal Transportation Staff (planners, engineers, maintenance)
- Metropolitan Planning Organization (MPO) / Rural Planning Organization
- State Local Technical Assistance Program (LTAP)
- State DOT Region or District Office
- State DOT Safety and/or Local Roads offices
- Federal Highway Administration Division Office
- Bureau of Indian Affairs
- Local Law Enforcement (Police Department, County Sheriff's Department)
- State Police/Patrol
- Governor's Highway Safety Office
- National Highway Traffic Safety Administration Regional Office
- Emergency Management Agency
- Local Public Health Department/Injury Prevention Agencies
- Hospitals
- Fire Department
- School District (facilities and/or transportation)
- Driver Education instructors
- Transit
- Railroads
- Elected Officials
- Local Chamber of Commerce/Tourism Agency
- Large Employers
- Non-Profit Organizations (AARP, League of American Bicyclists, MADD)
- Neighboring jurisdictions (cities, counties, townships)



# Develop a Mission, Vision, and Goals

- ✦ Focus on addressing fatal and serious injury crashes
- ✦ Consider establishing a zero fatalities goal.

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

# Towards Zero Video – New South Wales





**Step 1**

**Identify Stakeholders**

**Step 2**

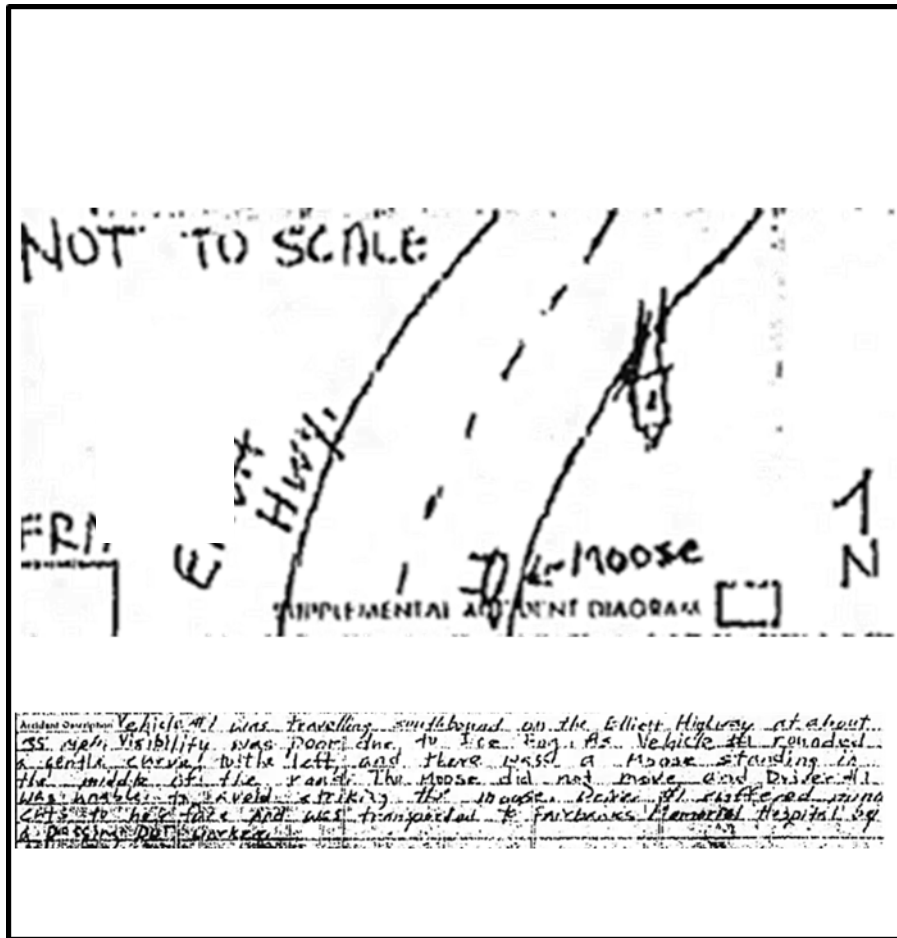
**Use Safety Data**



What data have you used for safety planning?



# Standardized Crash Reports are Ideal



Intersection of Slater Road & Haxton Way, Lummi Nation, 2010-2015 Crash Data

ID #	DATE	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION	VEH 2 ACTION	VEH 1	VEH 1	VEH 2	VEH 2
									FROM	TO	FROM	TO
1	7/30/2011	No Injury	0	0	2	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop Sign	Going Straight Ahead	South	Vehicle Stopped	South	North
2	3/13/2010	Possible Injury	1	0	2	Same direction -- both turning left -- both moving -- rear end	Making Left Turn	Making Left Turn	East	South	East	South
3	5/22/2010	No Injury	0	0	2	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
4	8/5/2011	Possible Injury	1	0	2	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West
5	1/9/2012	Serious Injury	2	0	2	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
6	10/24/2012	Serious Injury	2	0	2	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
7	2/3/2014	No Injury	0	0	2	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	West	East	East	South
8	7/23/2014	Possible Injury	3	0	2	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	Southwest	West	East
9	12/13/2014	No Injury	0	0	2	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
10	9/2/2015	No Injury	0	0	2	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	West	East
11	11/13/2015	Died in Hospital	1	1	2	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	East	West
12	12/19/2015	Possible Injury	3	0	2	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
13	6/3/2013	Possible Injury	1	0	2	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	West	East	East	South

# Safety Data Analysis Webinar Series



*Contributing  
Factors  
Analysis*



*Network  
Screening*



*Site Safety  
Analysis*

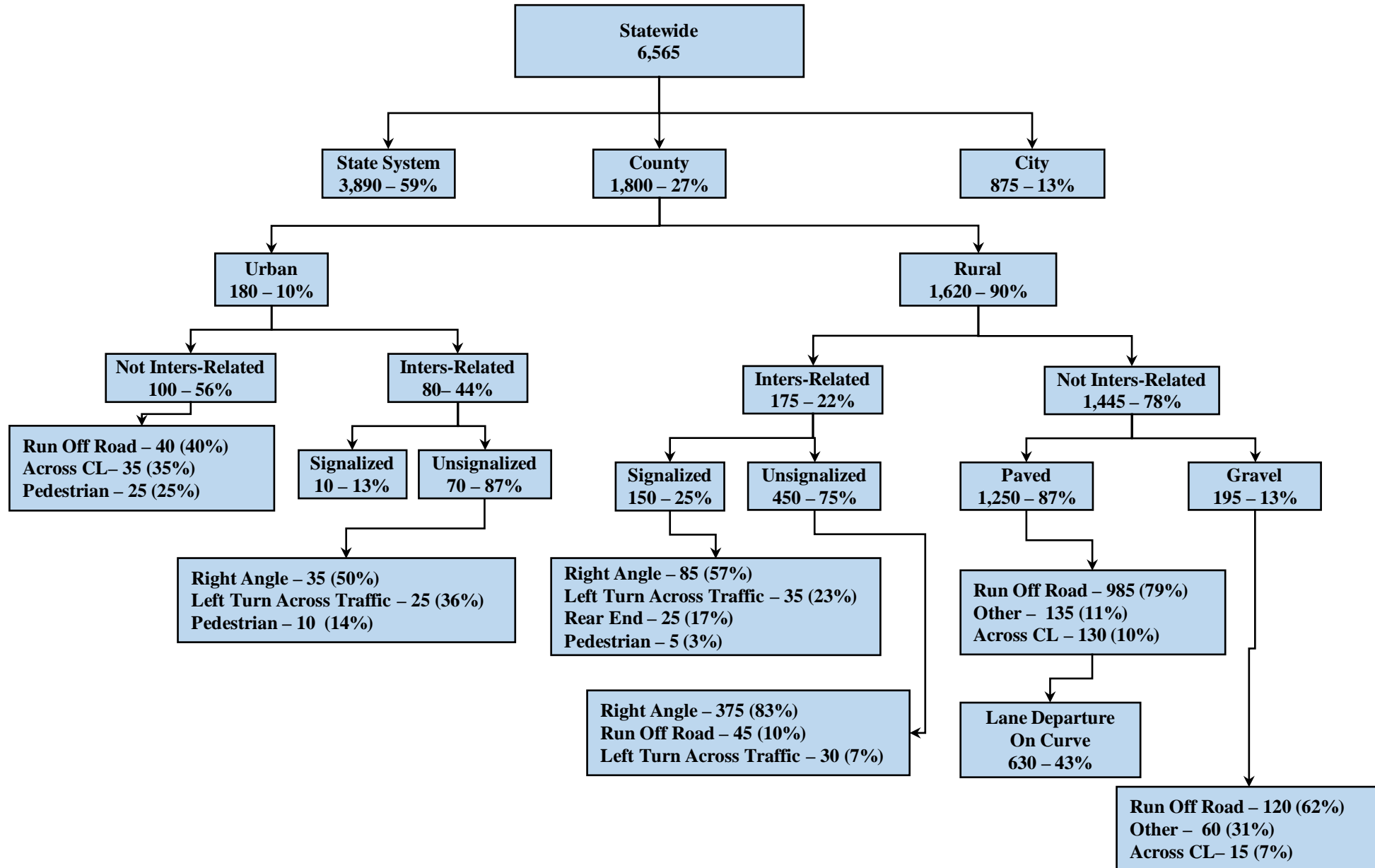


*Systemic  
Safety  
Method*



[TribalSafety.org](https://TribalSafety.org) > Resources > Safety Data Analysis

# Crash Tree Example



# Data Sources

- ↙ National, State, and Local Agency safety plans
- ↙ Community Surveys
- ↙ Traffic Volumes
- ↙ Risk Assessments
- ↙ Stakeholder Input
- ↙ Maintenance Logs
- ↙ Asset Databases
- ↙ Traffic Citations
- ↙ Crash Data



# Tribal Crash Reporting Toolkit

<https://www.tribalsafety.org/tribal-crash-reporting-toolkit>



- Crash Facts and Fictions Tool
- Data Analysis Tool
- Crash Reporting Tool
- Officer's Instruction Tool
- Quality Control Tool
- Database Tool
- Tribal Self-Assessment Tool

# usRAP Pilot

- ✦ <http://www.usrap.org/>
- ✦ Roadway element data collected from 360-photos
- ✦ Analysis method results in star ratings for sections of road
- ✦ Outcome is recommended safety investments



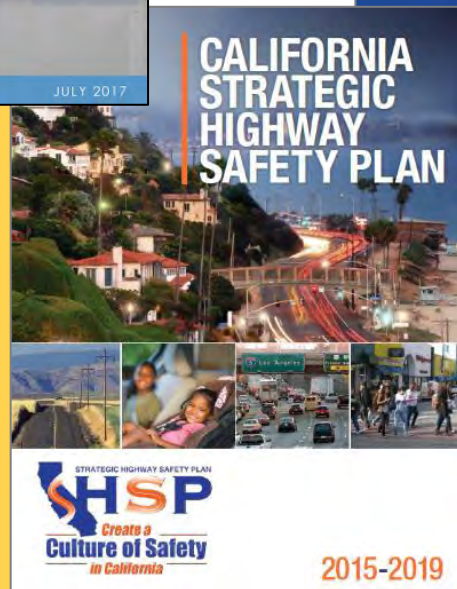
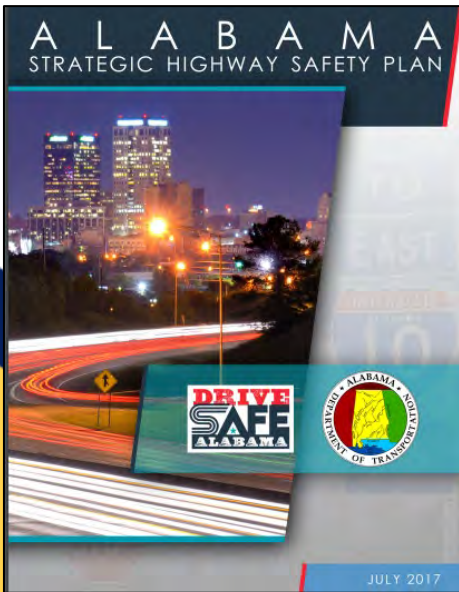
A decorative graphic on the right side of the slide. It features a black road with white dashed lines curving downwards from the top right towards the bottom right. To the right of the road is a bright yellow sun. The background of the slide is dark blue.

Question...

Are you familiar with your state's  
Strategic Highway Safety Plan?

<https://www.tribalsafety.org/state-contacts>

# State Strategic Highway Safety Plans

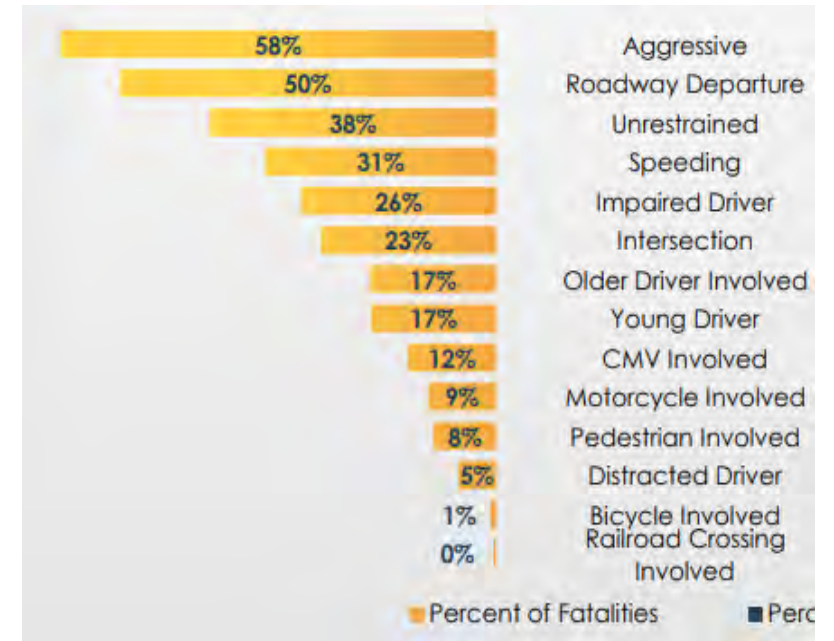
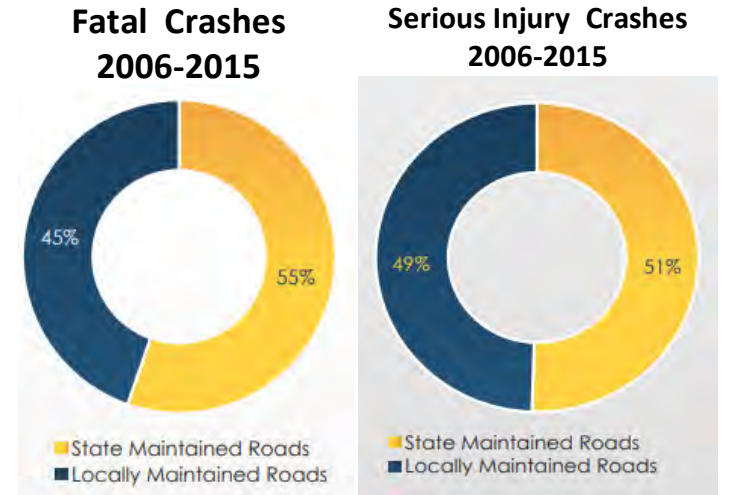
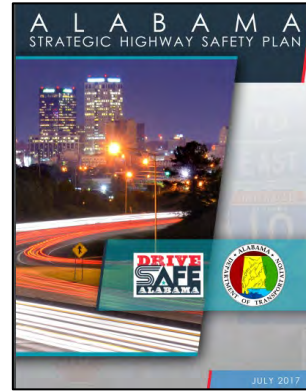




# Example: SHSP - Alabama

## Focus Areas involving Local Roads

- Roadway Departure
- Intersections
- Speed/Aggressive Driving
- Distracted/Drowsy Driving
- Impaired Driving
- Occupant Protection
- Safety Culture
- Young Drivers
- Older Drivers
- Pedestrians and Bicyclists
- Motorcyclists



# Emphasis Topics

- ↳ Decision Making Process
- ↳ Safety Data
- ↳ Occupant Protection/Child Seats
- ↳ Roadway Departure Crashes
- ↳ Alcohol/Drug Impaired Driving
- ↳ Pedestrian Safety
- ↳ Public Safety Services



presented by the

Tribal Transportation Safety Management System Steering Committee

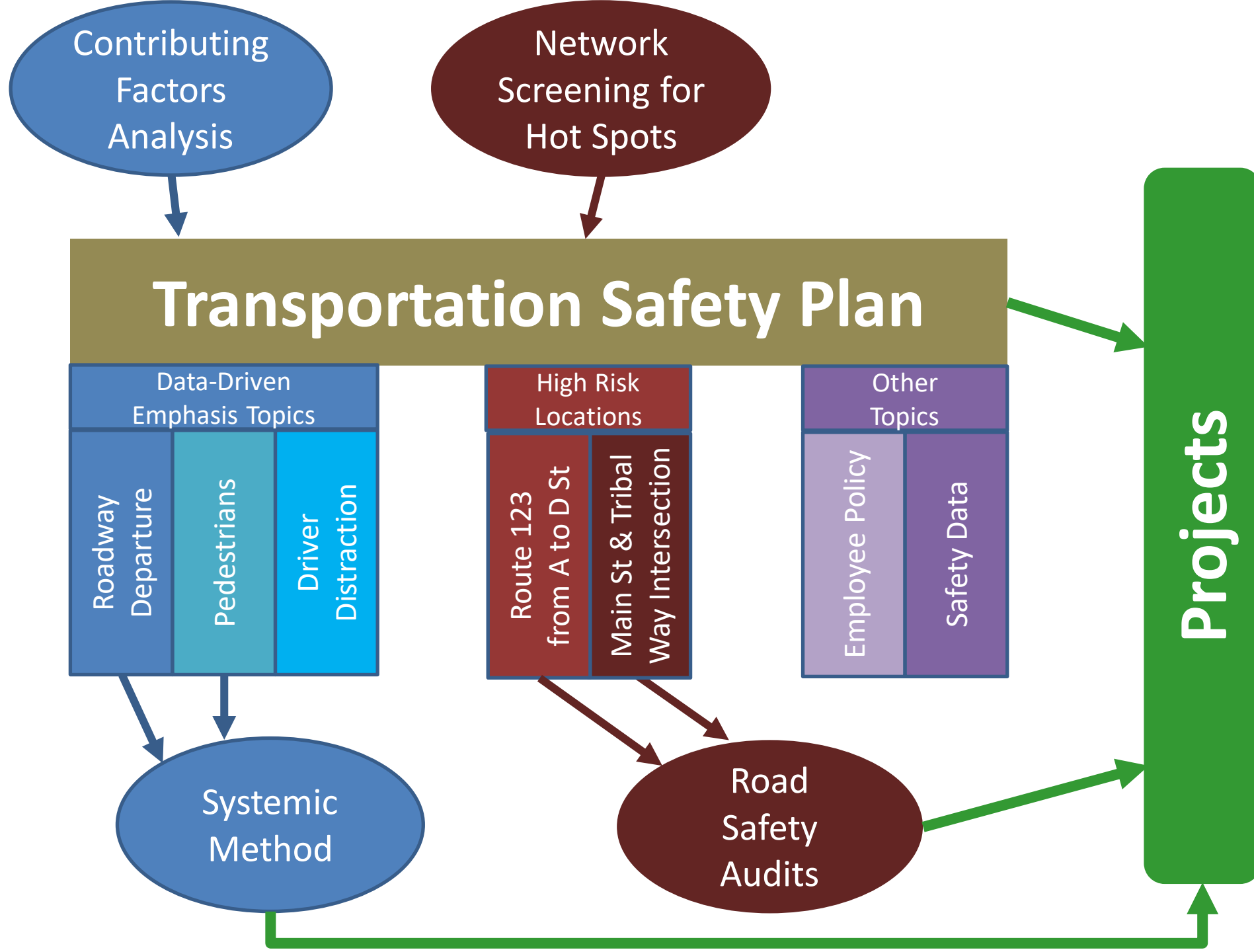
August 2017



[www.TribalSafety.org/Reports/](http://www.TribalSafety.org/Reports/)

# Data Analysis Goal – Understand the Problems

EMPHASIS AREA	STRATEGIC LINKAGE		
<b>Roadway Departure</b>	57% of fatal and serious injury crashes involved a single vehicle leaving the roadway. Roadway departure was a factor in 52 fatal crashes in five years of data.		
<p><b><u>Where?</u></b> 70% of these crashes occurred on two lane rural roads.</p>	<p><b><u>Who?</u></b> 60% of the road departure crash drivers are under age 21</p>	<p><b><u>What else?</u></b> 30% of drivers were impaired in road departure crashes</p>	





**Step 1**

**Identify Stakeholders**

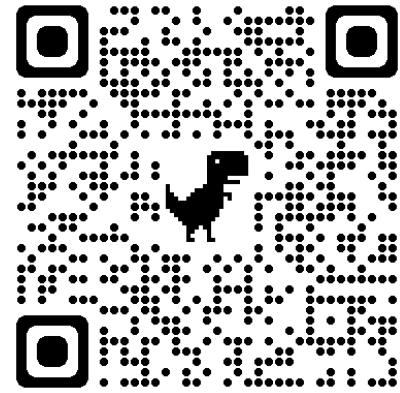
**Step 2**

**Use Safety Data**

**Step 3**

**Choose Proven  
Solutions**

# Proven Safety Countermeasures



## SPEED MANAGEMENT



Speed Safety Cameras



Variable Speed Limits



Appropriate Speed Limits for All Road Users

## ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes



SafetyEdge<sup>SM</sup>



Roadside Design Improvements at Curves



Median Barriers

## INTERSECTIONS



Backplates with Reflective Borders



Corridor Access Management



Left- and Right-Turn Lanes at Two-Way Stop-Controlled Intersections



Reduced Left-Turn Conflict Intersections



Roundabouts



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Yellow Change Intervals

## PEDESTRIAN/BICYCLIST



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways

## CROSSCUTTING



Pavement Friction Management



Lighting



Local Road Safety Plans

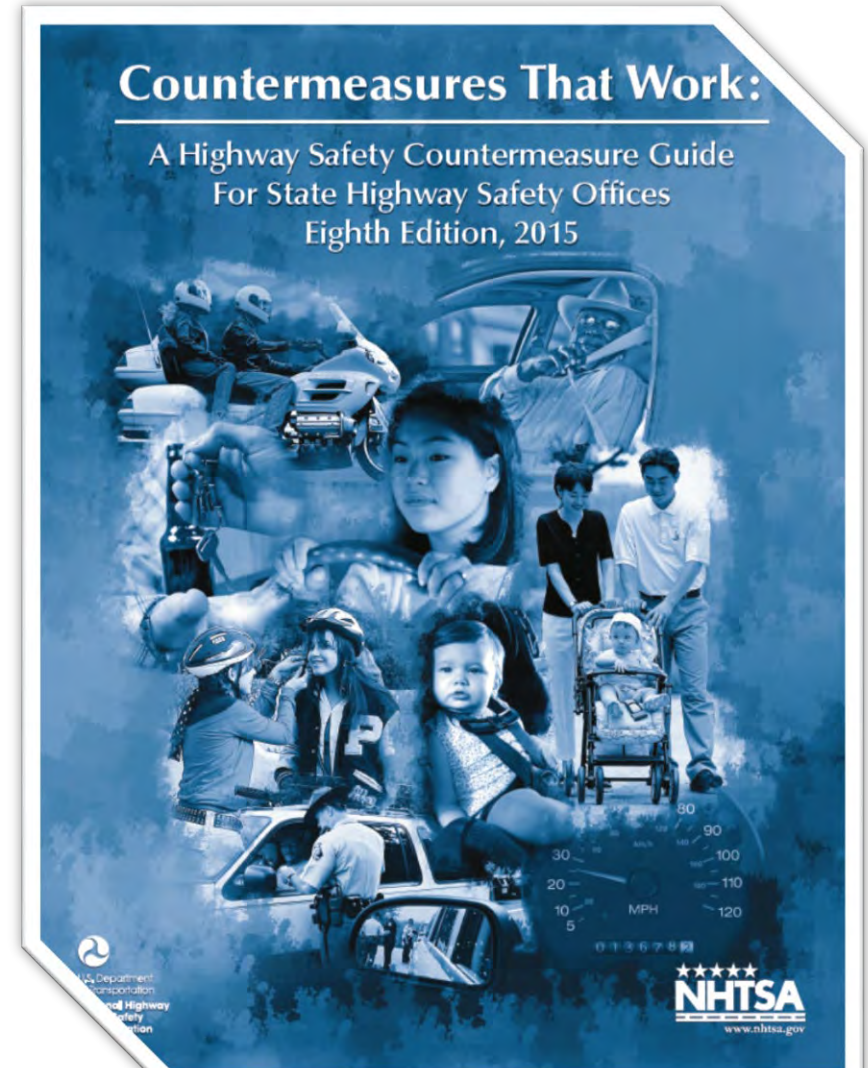


Road Safety Audits



# NHTSA Countermeasures That Work

- ↪ Education and Enforcement strategies
- ↪ Impaired Driving
- ↪ Seatbelts
- ↪ Speed Limits
- ↪ Distracted Driving
- ↪ Motorcycles
- ↪ Young Drivers
- ↪ License Renewal
- ↪ Bicycle Helmets



EMPHASIS AREA		STRATEGIC LINKAGE	
<b>Roadway Departure</b>		57% of fatal crashes involved a single vehicle leaving the roadway. Roadway departure was a factor in 52 crashes in five years of data. 45% of roadway departure crashes occurred in curves on two lane rural roads.	
Strategies			
Education	Enforcement	EMS	Engineering
Ensure driver training covers “over-correcting”	See emphasis areas for alcohol and seatbelt use, these behavioral factors influence roadway departure.	Acquire repelling gear and training for faster rescue for roadway departure crashes in canyon.	<ul style="list-style-type: none"> <li>• Improved curve signage</li> <li>• Policy to include safety edge when paving</li> <li>• Systemic Study</li> </ul>





**Step 1**

**Identify Stakeholders**

**Step 2**

**Use Safety Data**

**Step 3**

**Choose Proven  
Solutions**

**Step 4**

**Implement Solutions**

# Implement Solutions

## LOCAL ROAD SAFETY PLANS:

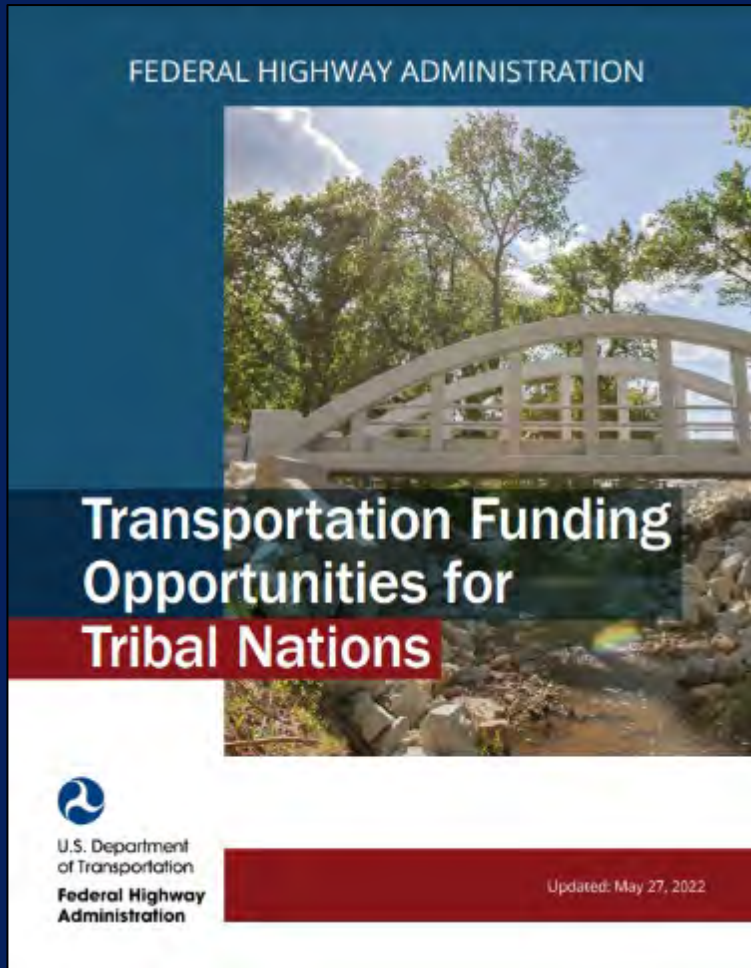
Your Map to Safer Roadways

### IMPLEMENTATION

---

Tips on how to communicate  
and execute your plan

# Transportation Safety Funding Opportunities



## ← State-managed

- Highway Safety Improvement Program
- Transportation Alternatives
- Safe Routes to School
- Highway-Rail Grade Crossing Program

## ← Federal Discretionary Grants

- Tribal Transportation Program Safety Fund
- Safe Streets and Roads for All
- Rural Surface Transportation Grants
- Wildlife Crossing Pilot Program
- BIA Indian Highway Safety Program

<https://highways.dot.gov/federal-lands/programs-tribal>

[www.TribalSafety.org/Funding](http://www.TribalSafety.org/Funding)



Monitor,  
Evaluate,  
and Update

# TTPSF Model



# Safe Streets and Roads for All (SS4A)

## Key program that supports the National Roadway Safety Strategy



Gorodenkoff - stock.adobe.com

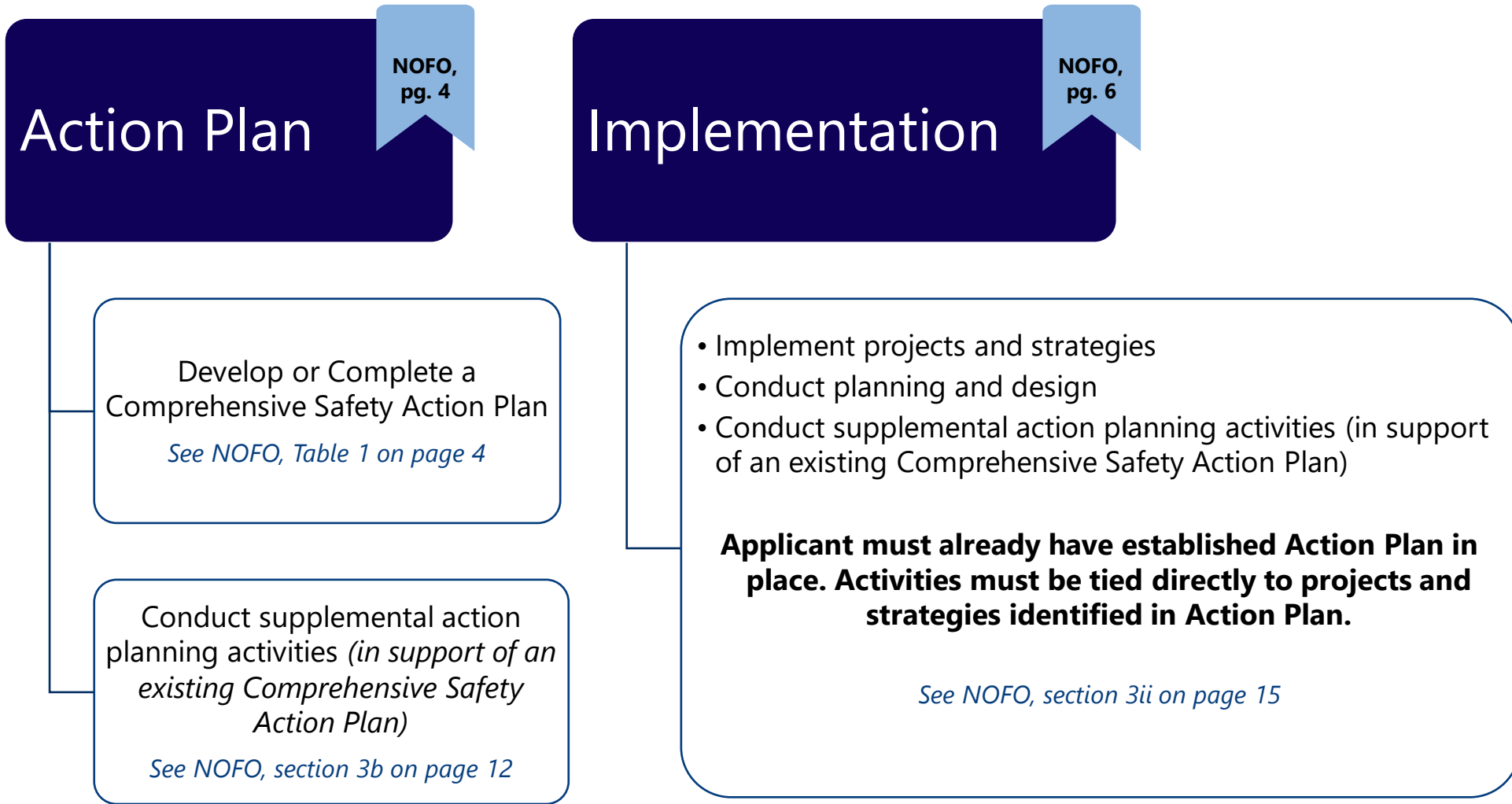
Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$1 billion in annual funding, FY22-26

# SS4A Model

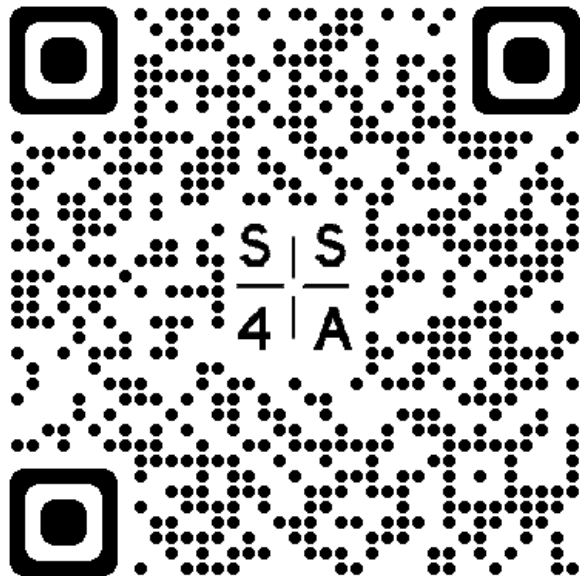


# Grant Types





◀ Safety Plan Self-Certification  
[https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A\\_Self\\_Certification\\_Worksheet.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A_Self_Certification_Worksheet.pdf)



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

- 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?

If yes, provide documentation:

**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,

# Which Grant is Right for Your Community?



# Safe Streets and Roads for All Action Plan Components

This document 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>

## Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



## Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



## Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). 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, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

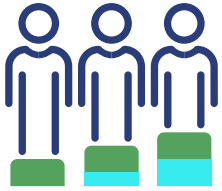


## Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.

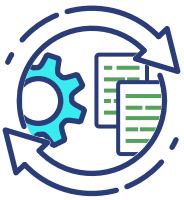


# Safe Streets and Roads for All Action Plan Components



## Equity Considerations

Plan development using inclusive and representative processes. Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



## Policy and Process Changes

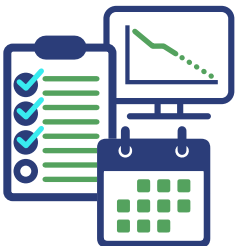
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



## Strategy and Project Selections

Identification of 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. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



## Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

\* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.



# Supplemental Planning Activities

- Additional or updated analysis;
- Expanded data collection and evaluation using integrated data;
- Feasibility studies using quick build strategies;
- Follow-up stakeholder engagement and collaboration;
- Targeted equity assessments;
- Progress report development; and
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans.



Source: Volpe



# Planning Grants



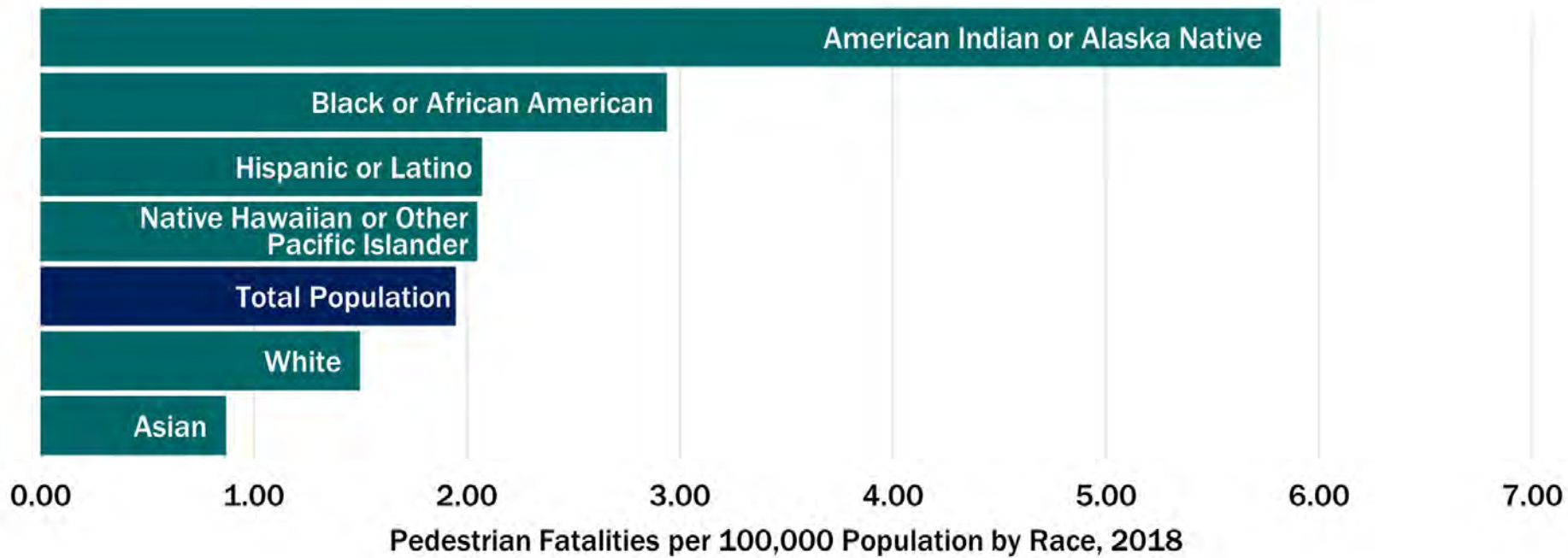
<https://www.transportation.gov/grants/SS4A/resources>



# Equity and Roadway Fatalities

Fatalities have **disparate impacts...**

Fatalities Among Pedestrians



Source: USDOT National Roadway Safety Strategy

# Equity Considerations



- OMB Justice 40 and USDOT Historically Disadvantaged Community designations (includes all Tribal land)
- Equitable consideration of all geographic areas
- Population characteristics
- Involvement of partners
- All road users represented
- Impact assessments



# SS4A Basics of Roadway Safety

Effective roadway safety practices and strategies:

- Vision Zero
- Towards Zero Deaths
- Safe System Approach
- Complete Streets
- Proven Safety Strategies
- Innovative practices and technologies



Saxman, Alaska, Senior Center bus stop. Source: FHWA



# Complete Streets

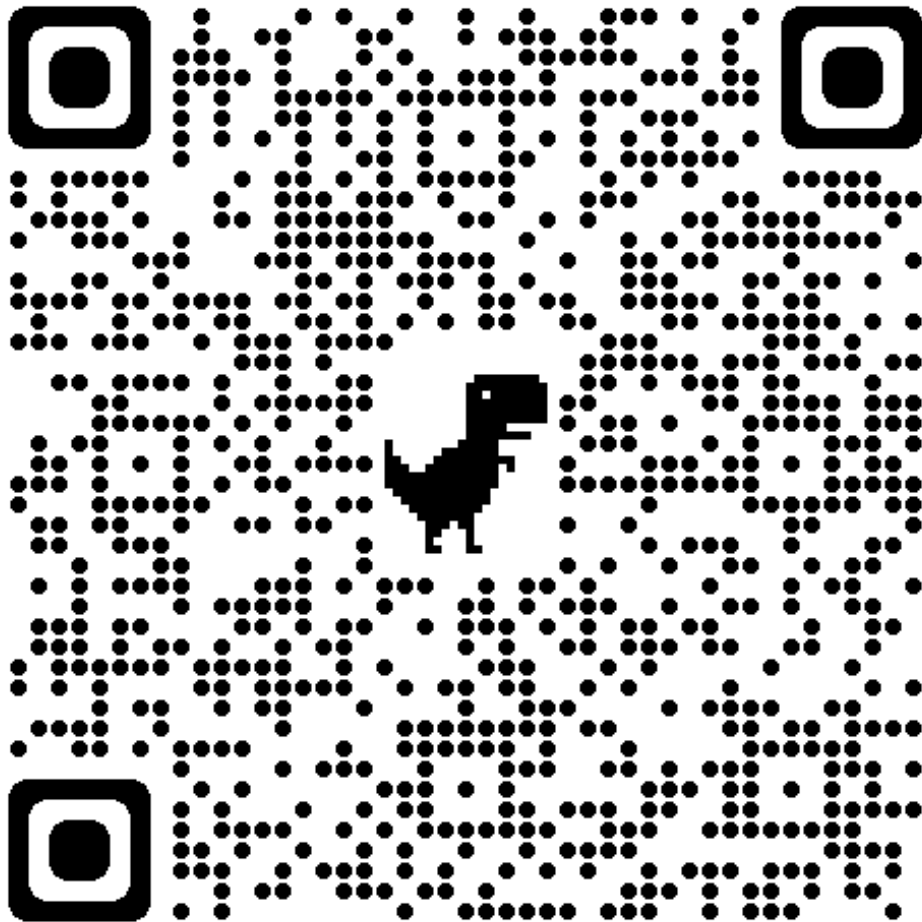
- Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.
- Visit <https://highways.dot.gov/complete-streets> for more information on Complete Streets.



# The Safe System Approach (SSA): Principles

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.





### Transportation Safety Grant Opportunities Available to Tribes at a Glance

Comparison of two programs available to Tribes for projects that reduce fatalities and injuries on roadway facilities. Additional detail can be found in the applicable Notices of Funding Opportunities (NOFO).

	Safe Streets and Roads for All (SS4A)	Tribal Transportation Program Safety Fund (TTPSF)
Purpose	Reduce or eliminate fatal and serious injury on roadway facilities.	
Amount of Funding	Up to \$1 billion per year	Approximately \$22 million per year
Award Size	<p>The NOFO provides <u>expected</u> minimum and maximum ranges, but there is no statutory minimum or maximum. In general, those <u>expected</u> ranges are:</p> <p><b>Action Plan Grants</b></p> <ul style="list-style-type: none"> <li>\$200,000 expected minimum for all applicants. Smaller grant awards may be considered.</li> <li>\$1,000,000 expected maximum for individual applicants; \$5,000,000 expected maximum if a Metropolitan Planning Organization (MPO) or a regional joint application.</li> </ul> <p><b>Implementation Grants</b></p> <ul style="list-style-type: none"> <li>\$3,000,000 expected minimum and \$30,000,000 expected maximum for Federally recognized Tribal Governments. Smaller grant awards may be considered.</li> <li>\$50,000,000 expected maximum if an MPO or regional joint application.</li> </ul>	<ul style="list-style-type: none"> <li>\$10,000-\$15,000 for transportation safety plans.</li> <li>No minimum or maximum project size; Typical awards have been under \$1 million although larger projects may be considered.</li> </ul>
Eligible applicants	<ul style="list-style-type: none"> <li>Federally recognized Tribal Governments.</li> <li>Cities, counties, and similar political subdivisions of a State.</li> <li>MPOs and multijurisdictional group comprised of eligible applicants.</li> </ul>	Federally recognized Tribal Governments must be the primary applicant.
Matching Resources	20% non-Federal match, which can be funding or in-kind matches. Tribal Transportation Program funds cannot be used for the non-Federal match.	No match requirement. Priority consideration may be given to projects that show a commitment of other resources.
Eligible projects	<ul style="list-style-type: none"> <li>Comprehensive safety action plans and supplemental action plan activities.</li> <li>Planning, design, and development activities for projects and strategies identified in an action plan.</li> <li>Infrastructure, behavioral, and operational safety projects and strategies identified in an action plan.</li> </ul>	<ul style="list-style-type: none"> <li>Transportation safety plans.</li> <li>Data assessment/improvement/analysis.</li> <li>Infrastructure projects.</li> </ul>
Safety Planning Requirement	Grant funds are to implement projects and strategies that are already identified in an action plan (applicants must self-certify that existing roadway safety plans qualify) or to develop a comprehensive safety action plan.	A Tribes' transportation safety plan, state or local safety plan, or RSA must support infrastructure and data improvement applications.
Data requirements for applications	Crash history and other safety data are used to identify implementation projects. SS4A Action Plan Grant applications require fatal crash count and population count information.	
Effective Strategies	Prioritizes projects that include evidence-based projects or strategies that improve safety.	
2022 Deadline	September 15, 2022	
More Information	<a href="http://www.Transportation.gov/SS4A">www.Transportation.gov/SS4A</a> <a href="mailto:SS4A@DOT.GOV">SS4A@DOT.GOV</a>	<a href="https://highways.dot.gov/federal-lands/programs-tribal/safety/funds">https://highways.dot.gov/federal-lands/programs-tribal/safety/funds</a> <a href="mailto:TTPSF@DOT.GOV">TTPSF@DOT.GOV</a>

Other transportation safety funding opportunities can be found at <https://www.tribalsafety.org/funding> and <https://highways.dot.gov/federal-lands/programs-tribal/funding-opportunities>

# SS4A Website

U.S. Department of Transportation ABOUT DOT PRIORITIES CONNECT

Home \ Grants

## Safe Streets and Roads for All Grants

[About Safe Streets and Roads for All Grants](#)

[Webinar Series](#)

[Resources](#)

[FAQs](#)

### 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](#)

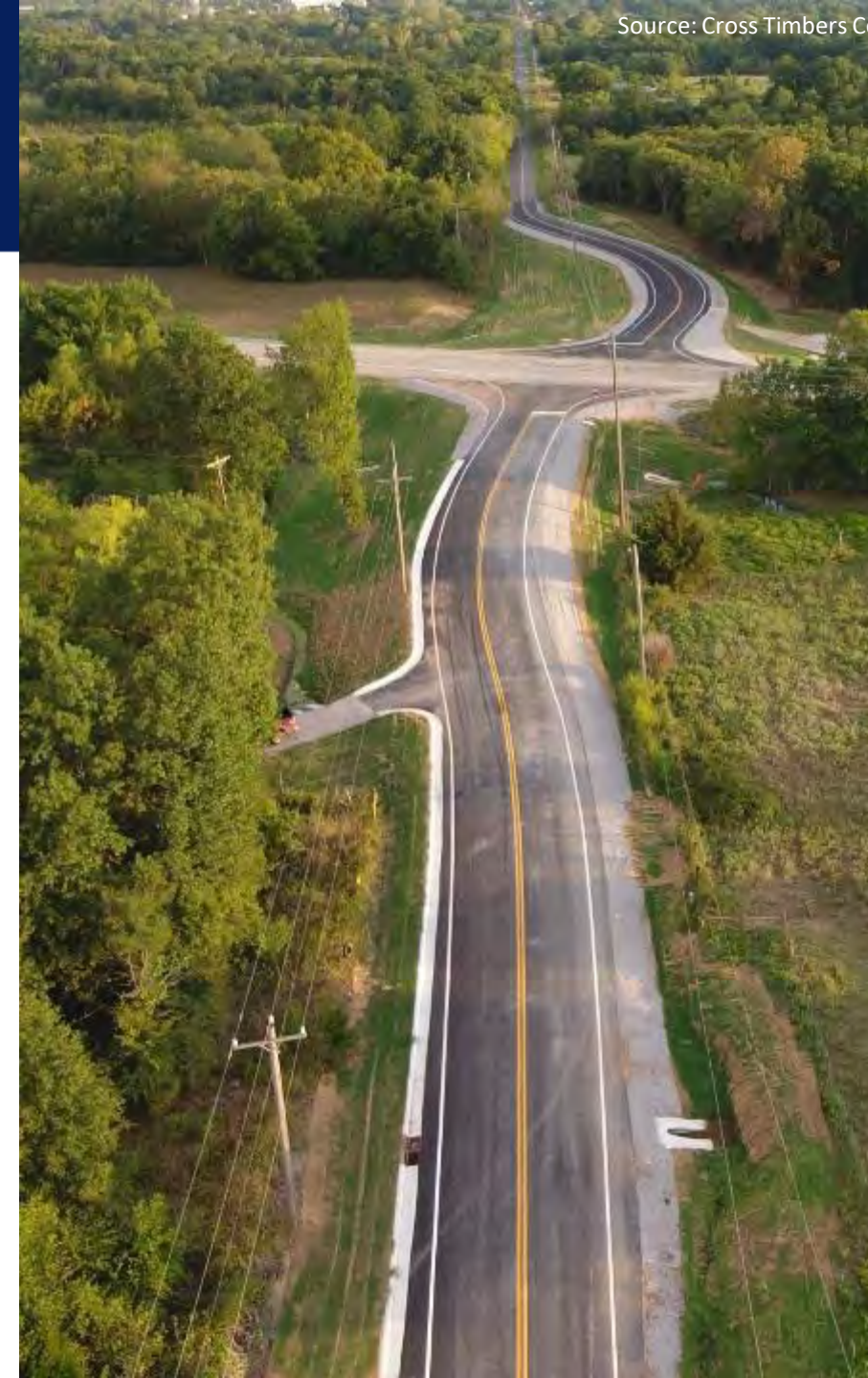
**S | S**  
**4 | A**

[www.transportation.gov/SS4A](https://www.transportation.gov/SS4A)

# TTPSF Important Dates

2022 Application Period	Deadline: September 15, 2022
2023 Application Period	October 1, 2022 - Jan 15, 2023
2024-2026 Application Period	October 1 - Jan 15, each year

Award selection announced about 5 months after deadline.





Adam Larsen

Safety Engineer & Safety Program Manager

Office of Tribal Transportation, FHWA

[Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)

360-619-2601

- <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>
- <http://www.TribalSafety.org/>