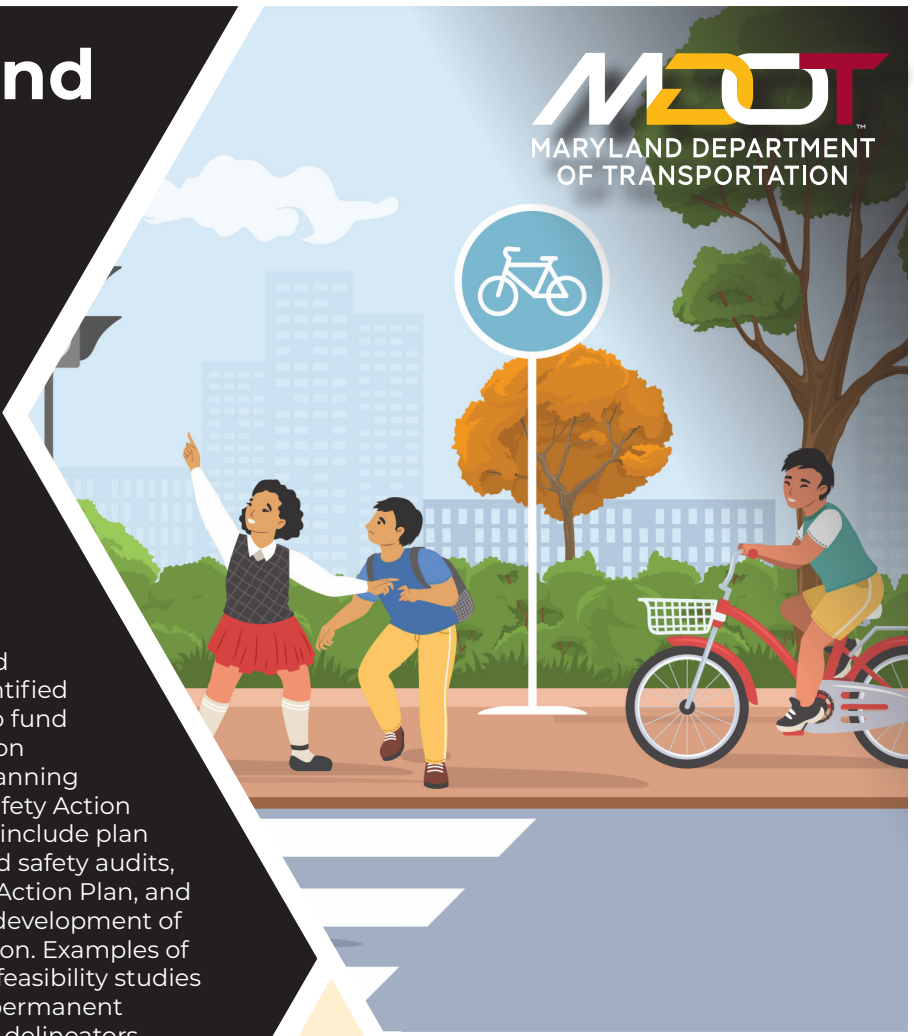


Safe Streets and Roads for All

The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

The primary purpose of implementation grants is to construct projects or fund operational strategies identified in an approved Safety Action Plan and/or complete project feasibility, design, and development required to implement identified projects. Implementation grants may also fund supplemental planning and demonstration activities as a component of the grant. Planning grants may fund the development of a Safety Action Plan, supplemental planning activities to include plan updates, topical sub-plans, additional road safety audits, or follow-up efforts needed to update an Action Plan, and demonstration activities that inform the development of a Safety Action Plan through data collection. Examples of eligible demonstration activities include: feasibility studies using quick-build strategies that inform permanent projects in the future (paint, plastic posts, delineators, removable barriers, reallocation of roadway space), MUTCD engineering studies that further safety applications (evaluating need for high-visibility crosswalks, markings, or bike lane treatments), pilot programs for behavior or operational activities that must include at least one element of the Safe System Approach and, pilot projects that utilize innovative technologies that have not yet been adopted in the community (speed cameras, variable speed limits, adaptive signal timing, adaptive lighting).

There is approximately \$1 billion in guaranteed funding for this program annually through the Infrastructure Investment and Jobs Act (IIJA). The cost share for SS4A grants is 80/20% federal/local.



mdot.maryland.gov/GrantsRoadshow

Eligible applicants include metropolitan planning organizations, political subdivisions of a state (local jurisdictions) tribal governments, and a multijurisdictional combination of eligible applicants. While states are not directly eligible, jurisdictions that propose projects on state facilities are highly encouraged, and required for implementation, to receive concurrence.



**GET
IN TOUCH**

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