

Local Infrastructure Hub Grant Application Bootcamps

Safe Streets and Roads for All (Action Plans, Implementation)

The Local Infrastructure Hub is a national program designed to connect cities and towns with the resources and expert advice they need to access federal infrastructure funding in order to drive local progress, improve communities, and deliver results for residents.

Agency: Department of Transportation

Category: Public Transportation

Total IIJA Funding: \$5 billion over 5 years

FY23 Grant Funding: TBD; in FY22, \$1B was available. DOT expects to fund hundreds of Action Plan grants (\$200k-\$5M) and about a hundred Implementation Grants (\$3M-\$30M)

Match Requirements: 20% match requirement

Eligible Applicants:

Political subdivision of a State (e.g., cities, towns, counties, etc.), a metropolitan planning organization (MPO), a federally recognized Tribal government, or a multijurisdictional group of entities described above

Key Dates:

Notice of Funding Opportunity (NOFO) is expected Q1 of 2023

Technical Assistance:

Resources including application aides, resources to identify best practices, guidance for planning, for equity analysis and more are posted [here](#).

View [webinars](#) about the Safe Streets for All program.

Additional information can be found on [DOT's overview website](#).

Safe Streets and Roads for All Grant Overview

The Safe Streets and Roads for All (SS4A) grants support regional, local, and Tribal efforts to prevent roadway fatalities and serious injuries. The purpose is to improve safety for all roadway users including pedestrians, bicyclists, public transportation users, motorists, personal conveyance, and micro mobility users, and commercial vehicle operators. **The Grant Application Bootcamps will offer support for the following SS4A grant types in early 2023:**

- **Action Plan Grants** provide funding to develop, complete, or supplement a Safe Streets Action Plan. Projects primarily aimed at increasing roadway capacity or level of service for vehicles are not eligible.
- **Implementation Grants** are for applicants carrying out projects and strategies identified in an Action Plan to prevent roadway deaths and serious injuries.

DOT encourages both individual and joint applications with neighboring communities, MPOs and other eligible applicants, though applicants may only apply for one type of grant.

Key Funding Criteria

Please refer to the [FY22 Notice of Funding Opportunity](#) and the [Frequently Asked Questions](#) which provide insight as to how proposals will be reviewed.

Competitive proposals will:

- Demonstrate engagement with a diverse array of public and private stakeholders and will adopt strategies that promote roadway safety
- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area
- Ensure equitable safety investments in underserved communities

Key Preparatory Activities:

- Review existing local and regional safety transportation plans and policies
- Talk with your MPO and other local jurisdictions about partnership
- Determine if existing plans qualify as a Safe Streets Action Plan
- Determine whether to apply individually or jointly (program emphasizes network wide improvements)
- Decide whether to apply for Action Plan or Implementation Grant.
- Identify local match of at least 20%

SS4A Implementation applicants must have a qualifying Action Plan at time of application, and must meet at least one of the following conditions:

1. Have ownership and/or maintenance responsibilities over a roadway network
2. Be an eligible applicant with safety responsibilities that affect roadways
3. Have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction

Opportunities for Climate and Racial Wealth Equity

The Safe Streets for All grants are structured to improve roadway safety and make streets friendlier for all users. Improving multimodal conditions can encourage climate friendly transportation choices such as walking or cycling and enhance connections to public transit which all can reduce carbon emissions associated with single occupancy vehicular transportation.

The neighborhoods that lack roadway safety measures are frequently found in areas that disproportionately include people of color, are rural communities, or that have been historically underserved, marginalized, and adversely affected by poverty and inequality. Enhanced safety for walking, running, and biking can support physical and mental health and may be part of broader strategies to address social determinants of health.

Action Plans and Implementation projects must incorporate equity considerations (see [resources](#) here).

Eligible Activities

The goal of an **Action Plan** is to articulate a well-defined strategy to prevent roadway fatalities and serious injuries. Action Plan grants can be used to develop or update a Safe Streets Action Plan, and additional examples of eligible activities can be found [here](#).

Action Plans must include a leadership commitment to a target date for zero fatalities or significant reduction, and must include safety analysis, equity considerations, analysis of strategies and anticipated impacts, prioritize actions, and provide a method for evaluating progress.

Implementation Grants provide funding for infrastructure, behavioral, and/or operational activities and projects identified in an Action Plan that address roadway safety issues. For example, implementing measures to transform a high injury network into a "Complete Street" that serves all users and controls speed, separates users, improves visibility; etc. Additional examples of eligible activities can be found [here](#).