

## SS4A

There were several questions asked about this grant at the previous council meeting it was originally presented at. We have received answers to these questions directly from our representative of the US Department of Transportation. Hopefully we have answered these questions. Also, included is a list of eligible projects that can be funded with an implementation grant. We are only eligible for an implementation grant once we have an approved Comprehensive Safety Action Plan.

### 1. Implementation of recommendations

Will the City be required to install specific traffic or mobility measures identified through the Action Plan? Council members cited examples such as bike lanes or sidewalks that may not connect to existing infrastructure. They would like to confirm that recommended elements can be evaluated and omitted on an individual project basis at the City's discretion.

*While a Comprehensive Safety Action Plan developed under the SS4A program is required to contain [all seven components](#) of an approvable SS4A plan, including a list of prioritized projects and strategies, the Plan is just that--a plan. While we hope a completed Action Plan will inspire action and help a recipient agency determine and implement a set of countermeasures that will work best to save lives and prevent injuries on their roadways, grant recipients have the flexibility to use the Plan in the future in ways that work best for their community. (In other words, we recognize that community feedback or lack of future funding may rule out a particular countermeasure--but that would be after completion of this grant project.)*

### 2. Applicable construction standard

If demonstration or follow-up construction activities occur, what standards would apply? Specifically, would projects be required to meet federal or state design standards, or would the City's adopted construction standards be sufficient?

*Please see the [Terms and Conditions and Exhibits of the Grant Agreement](#) for all applicable terms. That said, the deliverable for Angleton's grant is a Comprehensive Safety Action Plan only, so this grant will not fund any construction or demonstration activities. Future construction or demonstration projects that stem from the Action Plan would be subject to the design standards and Terms and Conditions of whatever funding source is used to implement them.*

### 3. **Stability of the grant**

Is there any assurance that this grant agreement will not be impacted by future legislative or programmatic changes at the federal level once executed?

*We cannot offer a 100% guarantee or assurance of this nature because we cannot predict future legislative changes. However, this grant will be fully obligated at execution, so it will not be subject to future funding availability. If an amendment is required, we would need to incorporate any changes to the approved grant agreement template into the amended agreement, but if no amendment is required, the grant would continue to operate under the existing Terms and Conditions and Exhibits.*

### 4. **Obligation to implement improvements**

If the Action Plan identifies unsafe streets or conditions, would the City be obligated to correct them even if additional funding is not awarded or available?

*The only deliverable for this grant is a Comprehensive Safety Action Plan. For some future potential roadway safety funding option ideas, we invite you to take a look at the slide deck for a past [SS4A Community of Practice Meeting--Turning Your Action Plan into Funded Projects](#).*

Would you happen to have some sort of information sheet on this grant in general and how it operates that we could include in the next agenda?

*A fact sheet about the program is available at this link: [https://www.transportation.gov/sites/dot.gov/files/2024-11/SS4A-Fact-Sheet\\_FY-2024.pdf](https://www.transportation.gov/sites/dot.gov/files/2024-11/SS4A-Fact-Sheet_FY-2024.pdf). There is also a helpful overview of the program on the [USDOT SS4A website](#).*

**Eligible Project for Implementation Grant Funding**

## **Eligible Implementation Grant Activities**

Below are illustrative examples of projects and strategies that could be conducted as part of an Implementation Grant. The list below is not intended to be exhaustive in nature and could include infrastructure, behavioral, and operational safety activities identified in an Action Plan:

### **Low-Cost Safety Treatments**

**Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips/stripes, wider edge lines, high-friction surface treatments, lane width alterations, and enhanced delineation of curves through better signage and/or pavement markings along high-crash urban and rural corridors, are eligible Implementation Grant activities.

### **Network Risk Reduction**

**Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops or in a designated neighborhood, improving highway-rail crossing safety, or making improvements along a busy public transportation route, are eligible Implementation Grant activities.

### **Pedestrian Safety Enhancements**

**Installing pedestrian safety enhancements**, including closing network gaps with sidewalks or trails, crosswalk visibility enhancements, rectangular rapid-flashing beacons, pedestrian hybrid beacons, refuge islands, lane width alterations, raised crosswalks, signal improvements (including leading pedestrian intervals), and audible pedestrian signals for people walking, rolling, or using mobility-assisted devices are eligible Implementation Grant activities.

### **Speed Management**

**Carrying out speed management strategies**, such as addressing speed along key corridors through infrastructure; conducting education, enforcement activities, and outreach; setting appropriate speed limits; and making strategic use of speed safety cameras in school zones or work zones are eligible Implementation Grant activities.

### **Safe Routes to School and Transit**

**Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling are eligible Implementation Grant activities.

## **Prehospital Blood Transfusion Response Models**

**Implementing prehospital blood transfusion response models**, such as supporting early hemorrhage recognition workflows; sustaining regional blood storage, transport, and rotation systems; acquiring and maintaining blood warming and monitoring equipment, and coordinating with EMS and trauma system partners, are eligible Implementation Grant activities.

## **Emergency Response Coordination and Communications Improvements**

**Implementing coordinated communication and response strategies** among public safety agencies, such as upgrades to dispatch or public safety radio systems, crash notification data integration, and emergency vehicle signal pre-emption, are eligible Implementation Grant activities.

## **Post-Crash Care and Trauma Response System Enhancements**

**Improving the continuity and effectiveness of post-crash care** through hospital arrival, such as implementing standardized 9-1-1 call-taking and dispatch protocols, improving trauma triage and destination practices, evaluating coordination workflows and strengthening incident command or multi-agency response procedures, are eligible Implementation Grant activities.

## **Safety Technologies and Strategies**

**Promoting the adoption of innovative technologies and strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles, pedestrians, bicyclists, and motorcyclists interact is an eligible Implementation activity.

## **Education Initiatives**

**Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones, is an eligible Implementation Grant activity.

## **Roadway Departure Reduction**

**Reducing roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, speed reduction markings, and roadside safety improvements, is an eligible Implementation Grant activity.

## **Intersection Improvements**

**Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced warning is an eligible Implementation activity.

## Safety Strategies Identified in Other Plans

If an applicant has an existing Action Plan and is eligible to apply for an Implementation Grant, it is allowed to include **projects and strategies identified in a safety report, study, or plan *other than the Action Plan*** as long as the projects and strategies meet all of the following conditions:

- They are within the jurisdiction covered by the Action Plan
- They are identified at a high level or are consistent with safety recommendations from the Action Plan
- They address an identified roadway safety problem
- They provide safety benefits

See more eligible [planning activities](#) and [demonstration activities](#).

## Non-Eligible Implementation Grant Activities

The following activities are **not eligible** for funding under an SS4A Implementation Grant:

- Projects and strategies whose primary purpose is not roadway safety.
- Projects and strategies not identified in an existing, eligible Action Plan.
- Projects and strategies exclusively focused on non-roadway modes of transportation, including air, rail, marine, and pipeline. Roadway intersections with other modes of transportation (e.g., at-grade highway rail crossings) are eligible activities.
- Capital projects to construct new roadways used for motor vehicles. A new roadway facility exclusively for non-motorists (e.g., a shared use path) is an eligible activity if the primary purpose is safety related.
- Infrastructure projects that reduce level of service for vehicles or reducing access for emergency vehicles, delivery vehicles, and vehicles serving the disabled.
- Maintenance activities for an existing roadway primarily to maintain a state of good repair.
- Development or implementation of a public transportation agency safety plan (PTASP).

The SS4A program has received numerous questions about project eligibility. The categories below address some of these specific questions.