

December 2025



SAFE STREETS AND ROADS FOR ALL (SS4A) IN MASSACHUSETTS



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SS4A PROGRAM OVERVIEW



Safe Streets and Roads for All (SS4A) Grant Program

- Established under the *Infrastructure Investment and Jobs Act (IIJA)* and administered by Federal Highway Administration (FHWA)
- Funds regional, local, and Tribal projects and plans to prevent fatal and serious roadway injuries
- Programs focus on safety and comfort for all roadway users (i.e., bicyclists, pedestrians, motorcyclists, motorists)
- Eligible applicants are local, regional, multijurisdictional, and Tribal organizations/agencies
- Four funding rounds have already concluded (2022 - 2025) that dispersed ~\$1 billion each year, with one more round anticipated for 2026
- There are two application types: Planning and Demonstration Grants and Implementation Grants



SS4A Grant Types and Eligible Activities

Safety Action Plan

- Foundation of the SS4A Program
- Plans are created to develop a holistic approach to reduce and eliminate serious-injuries and fatal crashes on roadways
- Plans must focus on preventing roadway fatalities and serious injuries via the [Safe System Approach](#)

Supplemental Planning and Demonstration

- Can be added to complete or enhance a Safety Action Plan
- Carry out safety demonstration activities that inform the development of or update to a Safety Action Plan
- Can be paired with an Implementation or Safety Action Plan grant

Implementation

- Focuses on implementing strategies or projects identified in the Safety Action Plan
- Applicants must have an adopted Safety Action Plan (or within an adopted regional SAP) to apply for an Implementation Grant
- Can be paired with demonstration and supplemental planning activities to inform the existing Safety Action Plan

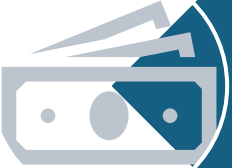
SS4A Grant Awards (2022 – 2024)

Fiscal Year	Total Number of Awards	Total Dispersed Federal Funding	Number of Planning and Demonstration Grants	Total Federal Funding for Planning and Demonstration Grants	Number of Implementation Grants	Total Federal Funding for Implementation Grants
FY 2022	511	\$800 million	474	\$210 million	37	\$590 million
FY 2023	358	\$895 million	337	\$290 million	48	\$605 million
FY 2024	710	\$1.2 billion	640	\$434 million	70	\$806 million

Pending FY 2025 Awardees

Securing the Required 20% Local Match

The SS4A Program requires 20% of the total project funding to be provided from non-Federal sources. Local match sources can include and combine:



Local or State Funds

- General funds from local budgets, non-federal funds from regional planning agencies, Chapter 90 funds, or other state and local funds are eligible.



“In-Kind”

- Non-cash resources, such as local staff time, community engagement, and existing planning work, can be assigned a monetary value that can contribute towards the 20% local match of the total project cost.
- “In-Kind” funds reduce the financial burden, especially for smaller or resource-limited communities.

MASSACHUSETTS SS4A OVERVIEW



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Regional Safety Action Plans

Each Regional Planning Agency in Massachusetts has adopted or is developing a regional Safety Action Plan:

Completed in 2024

- Berkshire Regional Planning Commission
- Northern Middlesex Council of Governments

Completed in 2025

- Franklin Regional Council of Governments
- Merrimack Valley Planning Commission
- Old Colony Planning Council
- Southeast Regional Planning and Economic Development District
- Martha's Vineyard Commission
- Nantucket Planning and Economic Development Commission

In Progress

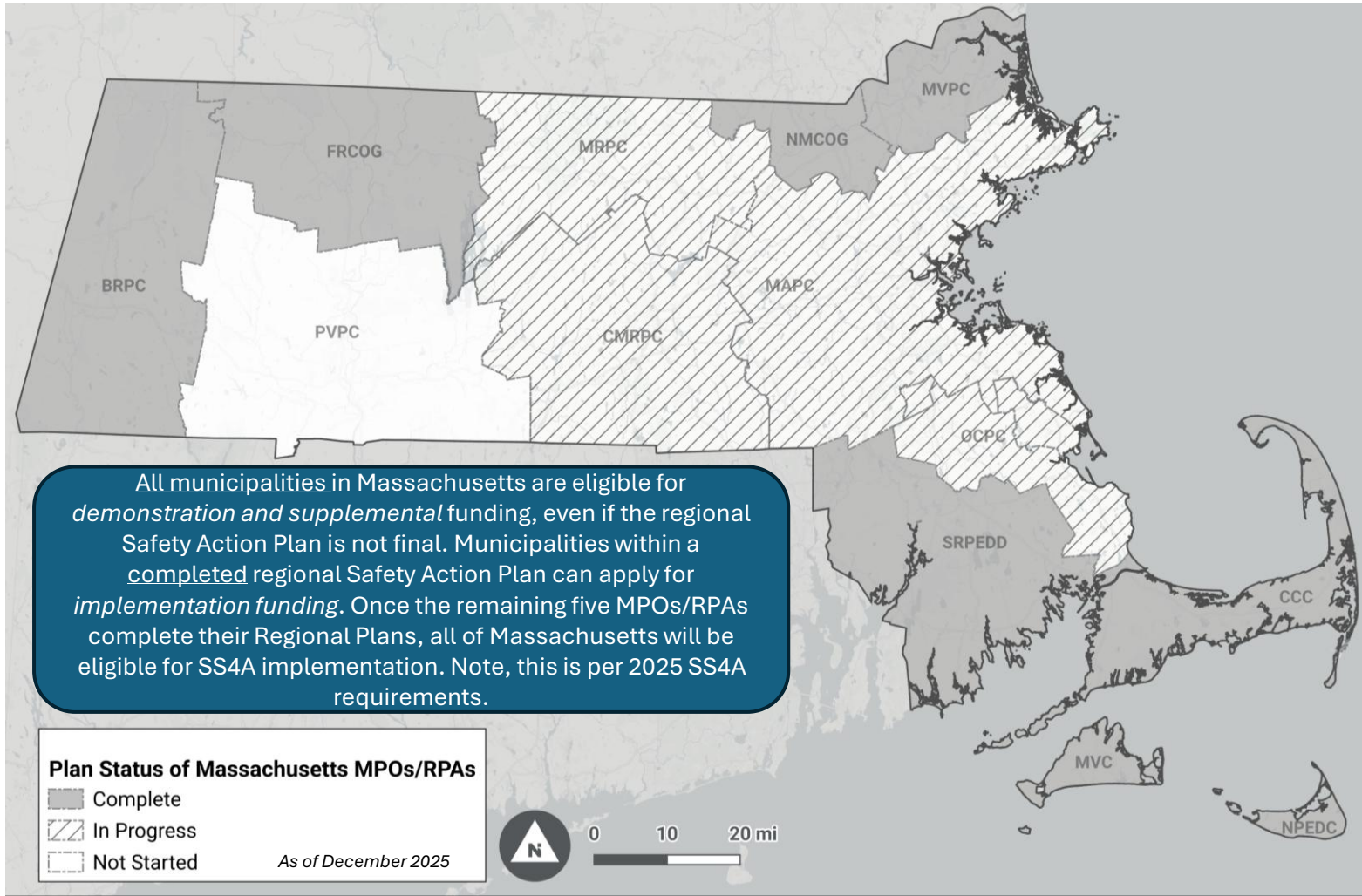
- Pioneer Valley Planning Commission
- Montachusets Regional Planning Commission
- Central Massachusetts Regional Planning Commission
- Boston Region Metropolitan Planning Organization
- Cape Cod Commission

What does a Regional Safety Action Plan mean for Massachusetts communities?

- **Every community** in Massachusetts can apply to receive Supplemental Planning and Demonstration funds, since all MPOs/RPAs in Massachusetts are developing or developed regional safety action plans.
- A municipality within a region with a **completed** Safety Action Plan can apply for an Implementation Planning grant.
- A municipality *does not* have to develop their own Action Plan to receive additional funding, **as long as their RPA/MPO has an eligible plan**



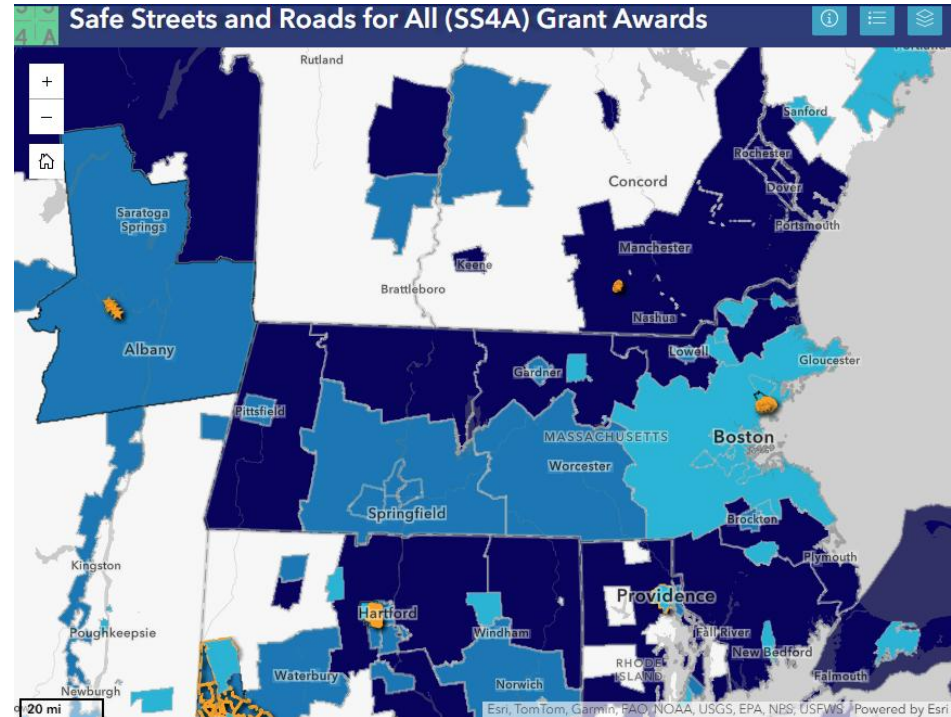
Regional Safety Action Plan Status



All municipalities in Massachusetts are eligible for *demonstration and supplemental* funding, even if the regional Safety Action Plan is not final. Municipalities within a completed regional Safety Action Plan can apply for *implementation funding*. Once the remaining five MPOs/RPAs complete their Regional Plans, all of Massachusetts will be eligible for SS4A implementation. Note, this is per 2025 SS4A requirements.

SS4A Grant Awards to Massachusetts' Municipalities

- All communities in Massachusetts have either 1) received a SS4A award in their community and/or 2) within an MPO/RPA that has received one
- Upon the MPO/RPA completing a Regional Safety Action Plans (see status on pg. 9), all Massachusetts municipalities are eligible for implementation and demonstration grants
- SS4A grants have been awarded to 13 RPAs/MPOs and 30 municipalities. The grants span Action Plan (2022 only), Planning and Demonstration, and Implementation
- Visit the peer database on MassDOT's website to learn more



Visit the [US DOT's SS4A webmap](#) to learn more

Example MA SS4A Awardees by Grant Type

Berkshire County *Action Plan*

In 2022, the Berkshire Regional Planning Commission was awarded approximately \$200K in SS4A grant funding for the creation of their Comprehensive Action Plan.

City of Brockton *Demonstration Grant*

In 2023, the City of Brockton was awarded approximately \$188K in Demonstration Grant funding to implement safety improvement projects at three high-crash, high-risk factor intersections.

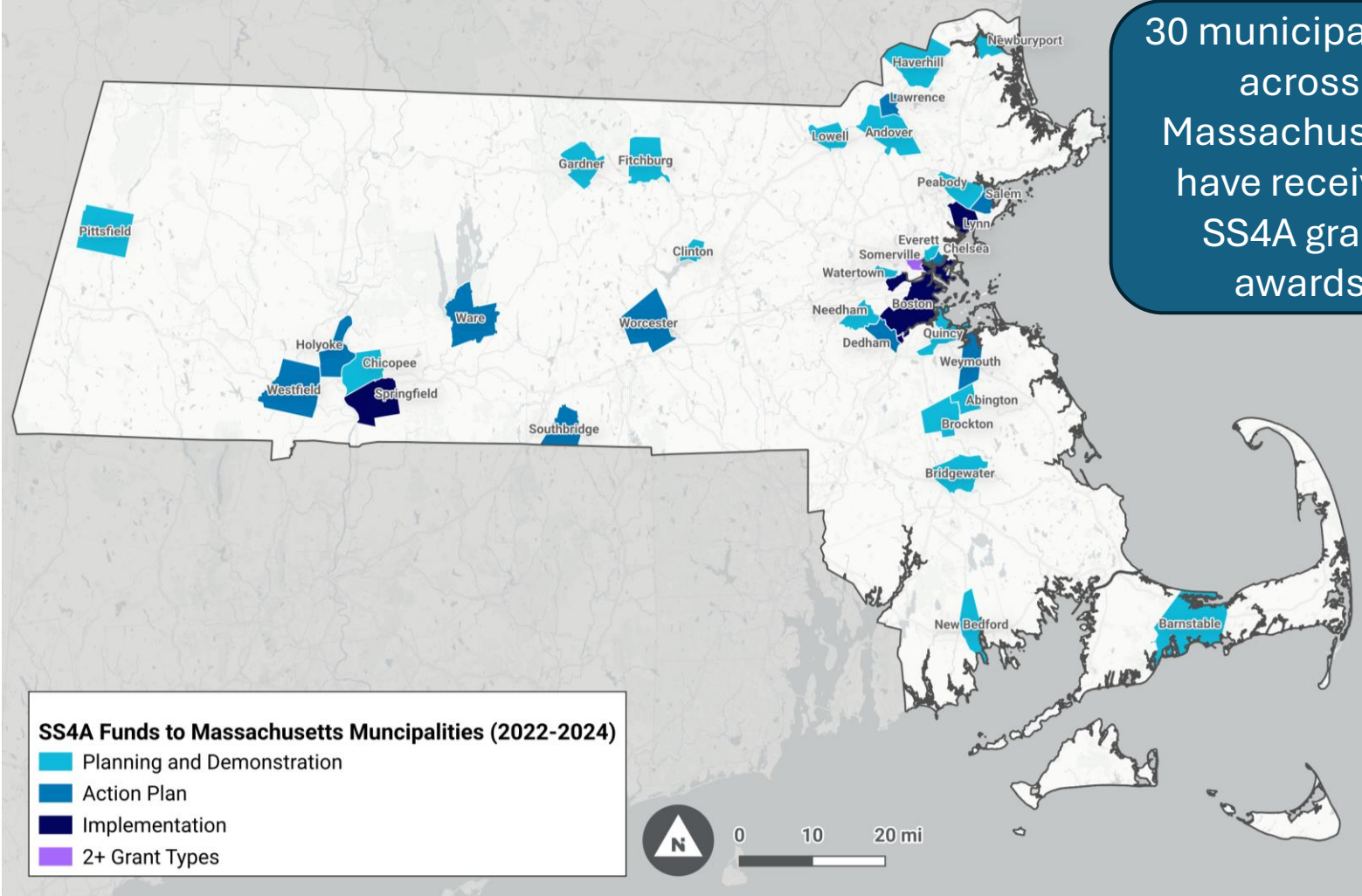
City of Lynn *Implementation Grant*

In 2024, the City of Lynn was awarded approximately \$9.6M in SS4A grant to implement systemic safety projects throughout the high-injury network and reconstruct four high-crash, high-risk intersections.



*Berkshire County Action Plan;
Published in 2024*

SS4A Grant Awards to Massachusetts' Municipalities Map

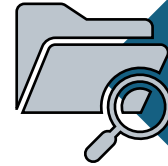


SS4A RESOURCES FOR MASSACHUSETTS COMMUNITIES



MassDOT Safety Action Planning Primer

Provides guidance and case studies for communities carrying out local-level safety action plans.



Details best practices for before and after projects are implemented

This Primer details safety treatment and strategies resources, crash analysis resources, and additional information.



The Primer lists sources of funding for traffic safety projects, many of which may fulfil the 'match' component of SS4A grants



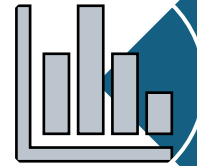
Success stories provide key examples on how to implement various aspects of SS4A grants

MassDOT IMPACT Portal

An interactive online platform that hosts statewide crash available for download.

Data can be used to analyze crash history and inform targeted action.

This serves as a key resource in researching road safety and analyzing how to reduce fatal and serious-injury crashes.



The interactive dashboard allows users to quickly visualize crashes, and use crash information to filter to specific scenarios



Raw data can be extracted from the portal, allowing municipalities to conduct further analysis

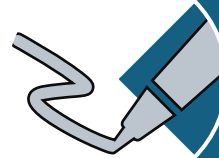


IMPACT provides safety analysis tools, such as network screening and other diagnostic tools

Massachusetts Federal Funds and Infrastructure Office (FFIO)

Statewide office established to help local communities navigate the numerous federal funding authorized in recent years.

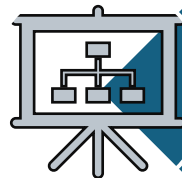
Provides local Massachusetts agencies and organizations a central hub to coordinate local match funding assistance, including through the Match Fund.



Requests for state funds are application-based, and reviewed by the Federal Funds and Infrastructure Office and the Executive Office for Administration and Finance (A&F)



Applications need to be submitted at least 3 weeks prior to the date that a response is needed

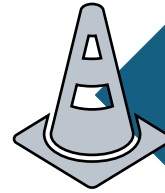


Communities must provide key details when submitting the application

MassDOT Local Early-Stage and Actionable Planning (LEAP) Program

Program provides early-stage design and planning support to municipalities for their prioritized transportation infrastructure projects.

Prioritizes funding for rural communities, Gateway Cities, and municipalities with similar financial and capacity needs.



Eligible projects may include Safe Street Network Strategy, Safety Analysis, and Data Collection



Approximately \$25,000 - \$100,000 is available per project



Prioritizes rural and economically disadvantaged communities

MassDOT Data and Mapping Resources

StoryMap summarizing MassDOT safety data and mapping resources to inform safety investments.



Interactive map of top crash location clusters in Massachusetts to identify the highest-priority safety focus areas

Starting point for communities to seek existing crash and risk-based data analysis and visualization.



Crash type and counts for each crash cluster and town-level crash summary reports

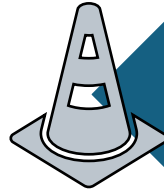


The Top Crash and Primary Risk Look Up Tool interactive map provides information about mode risks and crash type risks at intersections and along corridors in Massachusetts

Complete Streets Funding Program (Updated in 2024)

Provides municipalities with tools and grant support to establish safer and more comfortable infrastructure for all modes, ages, and abilities

Complements USDOT's SS4A initiative by advancing the shared goal of eliminating roadway fatalities and serious injuries through data-driven, equitable, people-centered street design.



Eligible projects may address infrastructure barriers to walking, biking, or taking transit or the reallocation of roadway space to bicycles, pedestrians, and transit



Grants up to \$1,000,000 are available for eligible projects



Communities that have participated in the MA Complete Streets Program are often well-positioned for SS4A funding

MassDOT Direct Vision Report

This report guides agencies in assessing and reducing fleet-vehicle blind zones and offers practical steps.

Recommendations in this report can be included in the Safe System Approach category of “Safer Vehicles”.



FEDERAL SS4A RESOURCES



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FHWA Proven Safety Countermeasures

Twenty-eight field-tested and data-driven strategies that are low cost and effective for reducing fatal and serious injury crashes.

Descriptions, applications, and references are summarized, which can be included in an SS4A grant application.

The FHWA also provides a subset of [proven safety countermeasures with direct application in rural areas.](#)



Shows readiness and credibility

Proven safety countermeasures are nationally recognized as effective



Improve scoring in technical merit

SS4A guidance prioritizes projects that apply proven safety strategies and tools



Support equity and systemic safety

Many countermeasures improve safety for vulnerable road users, aligning with SS4A's emphasis on equity and multimodal safety

FHWA Roadway Design Hierarchy

This framework further clarifies how to apply the Safe System Approach through infrastructure projects.

The Roadway Design Hierarchy emphasizes safety-focused context sensitivity over rigid design standards.

Different roadway design elements are categorized into four tiers, with the most effective treatments in the Tier 1 and the least effective treatments in the Tier 4.



Tier 1: Remove Severe Conflicts
Tier 2: Reduce Vehicle Speeds
Tier 3: Manage Conflicts in Time
Tier 4: Increase Attentiveness and Awareness



This tiered hierarchy further clarifies which infrastructure strategies are most appropriate for improving safety and eliminating traffic-related injuries and fatalities in different contexts.

FHWA SS4A Clearinghouse

A centralized hub for guidance, case studies, tools, trainings, and grant-recipient support.



Grant Recipient Roadmap

This resources provides directions and resources for the four steps of SS4A grant projects. This includes webinars, grant management and safety resource documents, and important SS4A reporting forms



Safety Action Plan Outlines

Describes the components of a Comprehensive Safety Action Plan and provides documents and webinars about the Safe System Approach and the Roadway Design Hierarchy



Resource Library

A compiled database of resources related to street design guidance and best practices, transportation safety concepts, project management tools, and SS4A grant agreements and reporting.



Technical Assistance

Provides additional SS4A resources and training through community forums, newsletters and blog posts, and one-on-one coaching from the SS4A Support Center.

NHSTA Fatality and Injury Reporting System Tool (FIRST)

Allows users to construct customized queries from the Fatality Analysis Reporting System (FARS) and the Crash Report Sampling System (CRSS). SS4A Action Plan grants require FARS data in the application.



Queries can be constructed for type of fatality or injury, time frame, and state/region for highly customized requests.



Reports can be downloaded and saved for later use.

NHSTA Countermeasures That Work

An evidence-based guide to effective behavioral safety strategies and countermeasures across major roadway risk areas.

Focuses on common behavior safety issues like impaired/distracted driving, age-related driving habits, seatbelts, and speeding.

It helps agencies quickly identify proven approaches to support data-driven planning and stronger safety grant applications.



Provides detailed information on behavior-related safety topics, emerging issues, key resources, and effective countermeasures.



The site offers a Book Builder feature which allows users to select sections from the webpage to create a customized PDF download.

FHWA Vision Zero Toolkit

Provides communities with practical guidance, templates, and examples to help them adopt a Vision Zero policy and implement SSA strategies.

Outlines steps for building a strong safety culture in a municipality or organization.

Serves as a quick-start resource to strengthen local planning, coordination, and safety efforts.

Technical Resources Related To:



Building Support and Establishing Vision Zero



Developing a Vision Zero Action Plan



Implementing a Vision Zero Action Plan

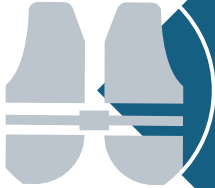


Evaluating and Working to Achieve Vision Zero

FHWA Roadway Safety Noteworthy Practices



Highlights “noteworthy practices” that state and local highway agencies are using to manage roadway safety more effectively.



These practices are data-driven, designed to reduce staff time, save resources, and ultimately help reduce roadway fatalities and serious injuries.



Provides a database of effective safety strategies that are categorized by state, safety topic, and year. Links to relevant safety action plans are also offered.

US DOT SS4A All Grants Webinar Series

Informational webinars available as a resource for prospective SS4A applicants.

Both recorded video presentations and slide decks are available for communities to understand the SS4A application process and how to apply.

Webinars provide a general overview of the SS4A Grant Program and helpful tips from current SS4A award grantees. SS4A FAQ's are also linked for easy access.



SS4A Implementation Webinar*

Focuses on how to apply for Implementation Grants



SS4A Action Plans Webinar *

Focuses on how to apply for Planning and Demonstration Grants to develop or update Comprehensive Safety Action Plans



SS4A Supplemental Planning and Demonstration Activities *

Focuses on how to apply for activities as part of either a Planning and Demonstration Grant or Implementation Grant



SS4A Public Safety Agency Applications Webinar

Focuses on public safety agency applications and post-crash care activities. Separate webinars are available for EMS agencies and 911 agencies

**Webinars are updated annually.*

TIPS AND TRICKS FOR SUCCESSFUL SS4A APPLICATIONS

Tips and Tricks for Success:

A Checklist for Getting Started

A. Review Recent Plans and Studies for Safety Issues

Regional MPO/RPA Safety
Action Plan

MassDOT Safety Studies

Local Plans or Studies

Neighborhood, District, or
Corridor Studies



B. Discuss Potential Projects with Relevant Partners

Organization Staff

MPO/RPO Staff

Co-applicant (if
applicable)

Municipal Elected
Officials

MassDOT District
Staff



C. Determine the Readiness of the Project

Further planning and
evaluation?

Prior community
engagement?

Community support
for the project?

Design and right-of-
way acquisition?

Programmed for local
or state funds?³³

Tips and Tricks for Success:

A Checklist for Getting Started (continued)

D. Collect Relevant Data on Safety Issues

Crash History, Risk, and Near-miss Data

Previous Community Feedback Received



E. Outline a Compelling Narrative

Adopt Outline from the Notice of Funding Opportunity (NOFO)

Describe Safety Problem Using Data

Outline Projects and How It Addresses Safety Needs

Clearly Address the Evaluation Criteria in the NOFO

Align with the Safe System Approach



F. Define the Project Budget

Review Grant Requests from Similar Communities

Determine Grant Request Amount and Develop Cost Estimates

Ensure Project Budget Includes All Activities for the Project

Tips and Tricks for Success:

Apply for Supplemental Planning and Demonstration Grants

Tip 1

- Apply for **Supplemental Planning and/or Demonstration activities** in all applicable application types to strengthen competitiveness

Tip 2

- Supplemental Planning does not limit eligibility for Implementation Grants; rather, it **demonstrates a systematic, program-oriented approach**

Tips and Tricks for Success:

Include the Comprehensive Safety Approach in the Grant Narrative

Tip 3

- Applications that **address safety challenges comprehensively and systematically** and are aligned with Safe System Approach principles, are likely to score highest

Tip 4

- Applications should **clearly describe the safety problem and how the selected strategies address the outlined problems in the narrative**, as these components account for most of the scoring

Tips and Tricks for Success:

Don't Let Local Match Deter You!

Tip 5

- Consider support from **MassDOT on the local match**. Reach out to [FFIO at MassDOT's Matching Funds and Technical Assistance Programs](#)

Tip 6

- **Match contributions may be provided in-kind and do not need to be cash**. More information and resources are available on the USDOT [website](#)

Tips and Tricks for Success:

Detail the Safety Concerns, and Include Strategies as Possible

Tip 7

- Supplemental Planning and/or Demonstration **activities must clearly connect back to your adopted or in progress Action Plan** to be considered for funding. If using a regional SAP, coordinate with the MPO/RPA that led on the plan

Tip 8

- Applications do not need to **identify the exact project location or strategies**, even for Implementation Grants

Tips and Tricks for Success:

Consider Demonstration Projects

Tip 9

- If applying for Implementation Grants or Supplemental Planning Grants with Demonstration activities, determine how the demonstration activities will align with the project timeline

Tip 10

- Include methods, budget, and schedule for monitoring and evaluation

PENDING RESOURCES & ONGOING RESEARCH



Pending Resources – Notice of Funding Opportunity

2026 SS4A Notice of Funding Opportunity

The 2026 SS4A NOFO is anticipated in March 2026 and is expected to resemble FY 2025, with about \$1 billion available for Planning, Demonstration, and Implementation Grants centered on data-driven, equity-focused Safe System strategies.

Applicants should have an eligible Action Plan, safety analysis, and strong community engagement, as selection will continue to emphasize clear safety need, readiness, and impactful approaches to reducing fatalities and serious injuries.

Most communities in Massachusetts are included in a Regional Safety Action Plan and eligible for SS4A grants - particularly Planning & Demonstration Grants and certain Implementation Grants - provided the regional plan qualifies as an SS4A-eligible Action Plan.

Ongoing Research – Safer Vehicles in Cities

Toole Design - Safer Vehicles in Cities: Five Steps to Advance Vehicle Safety Locally

The article notes that “Safer Vehicles” is a core but often overlooked element of the Safe System Approach in local safety and Vision Zero plans.

Outlines five practical actions cities can take, like stronger procurement standards, retrofits, and leveraging fleet influence, to improve vehicle safety on their streets.

Overall, it emphasizes that municipalities have more power than they realize to make meaningful, near-term safety gains through vehicle-focused strategies.

Ongoing Research – Right-Size Enforcement

Leveraging SS4A Funding to Right-Size Enforcement (Vision Zero Network)

The Vision Zero Network is looking for more ways to improve equity through SS4A planning and presents the idea of using SS4A funds to better assess and right-size the role of traffic enforcement in a community's road safety efforts.

Collaborating with the Vera Institute and Local Progress, the Vision Zero Network has been connecting with communities to promote this concept and help them leverage SS4A funding to plan and pilot more effective and equitable strategies than the status quo approach to traffic enforcement.

Ongoing Research – Leadership Training

A novel Vision Zero leadership training model to support collaboration and strategic action planning (Frontiers in Future Transportation)

This research underscores that collaboration and coordination are essential to VZ and SSA initiatives, while highlighting a gap in practical resources that offer structured guidance for fostering that collaboration.

The authors developed and evaluated a 4-day virtual leadership institute that trained teams from 8 US communities in collaborative goal-setting, equity-informed strategy development, and coalition building for VZ/SSA efforts. The results found that structured, equity-focused VZ leadership training can measurably strengthen local capacity for collaborative safety planning.

Ongoing Research – Washington Example

Increasing Readiness to Grow Traffic Safety Culture and Adopt the Safe System Approach: A Story of the Washington Traffic Safety Commission (Frontiers in Future Transportation)

Explores how Washington Traffic Safety Commission increased its organizational readiness to adopt a safety culture and SSA, demonstrating that alignment of values, leadership commitment, and capacity-building are key change levers.

Communities applying for SS4A or pursuing VZ goals should not only focus on physical interventions and data, but also invest in organizational culture, leadership alignment and internal processes to ensure their safety strategies are adopted effectively and sustained over time.

Ongoing Research – CMF Needs

Crash Modification Factors (CMF) Needs

The CMF Clearinghouse identifies major gaps in CMF research.

This may be useful for SS4A planning because it highlights where evidence about safety countermeasures is missing or insufficient.

This also highlights where communities should be cautious, innovative, or collect more data when planning safety strategies.



CMF Most Wanted List

The research topics in this list represent areas where crash-based safety evaluation research is needed



CMF Needs Assessment

This report summarizes what research and insights are needed to further develop the CMF countermeasure rating system

For questions about MassDOT support, please
contact

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