

Safe Streets and Roads for All (SS4A) FY26 Potential Implementation Activities

Thomas Jefferson Planning District Commission Move Safely Blue Ridge

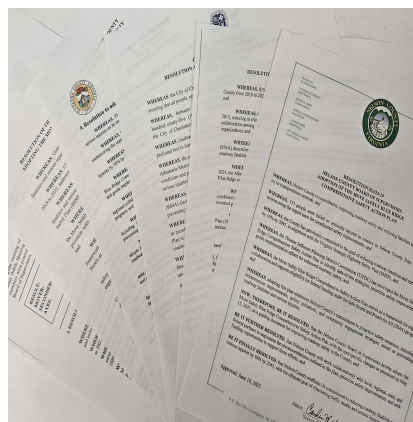
December 4, 2025



1

Commitment to Roadway Safety

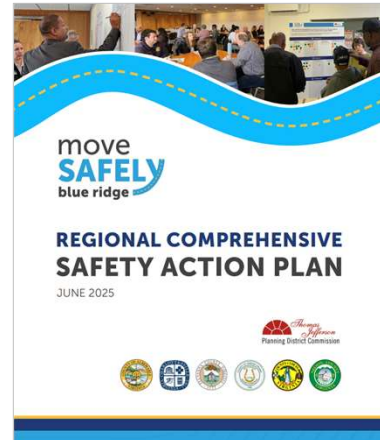
- ❑ Goal: Halving the total number of fatalities and serious injuries by 2045
- ❑ All jurisdictions adopted the **Move Safely Blue Ridge** Comprehensive Safety Action Plan
- ❑ Implementation projects in the plan are essential to meeting regional goals



2

Overview of SS4A Implementation Funding

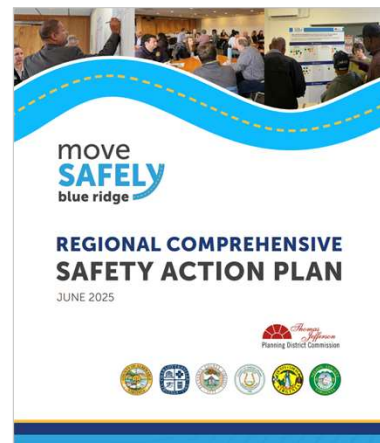
- ❑ Final funding round (FY2026): \$1 billion available
- ❑ 20% non-federal match required
- ❑ Eligible lead applicants: Counties, Cities, PDCs, MPOs
- ❑ Projects must be in an FHWA-approved Safety Action Plan (**Move Safely Blue Ridge**)
- ❑ Eligible activities include:
 - Infrastructure projects
 - Systemic safety improvements
 - Speed management strategies
 - Behavioral safety interventions



3

Overview of SS4A Implementation Funding

- ❑ Gauge local interest in pursuing implementation funding ahead of FY26 Notice of Funding Opportunity (NOFO)
- ❑ Assess interest in participating in a **bundled, regional application** with TJPDC serving as the lead applicant to support administration
- ❑ Work with local staff to identify priority projects or corridors that jurisdictions may want to include in an application



4

Key Highlights from Regional Implementation Grant Case Studies

- ❑ Regional awards have supported both single and multi-jurisdiction projects
- ❑ Successful projects include **multimodal safety elements**
- ❑ Strong applications must:
 - Align with **High Injury Network** priorities
 - Include **evidence-based, low-cost strategies** across broad areas
 - Identify **local needs and funding commitments** per jurisdiction
 - Include **formal commitments** from participating localities



Safe System Approach (Source: USDOT)

5

Regional Collaboration Case Study – George Washington Regional Commission

- ❑ **Total Project Cost:** \$27,208,188
- ❑ **Tidewater Trail Corridor Improvements**
 - Improve safety, traffic flow, and multimodal access along Tidewater Trail corridor
 - Upgrade key intersections with new signals, pedestrian crossings, and lighting
 - Reconfiguring the roadway to improve traffic operations and reduce congestion
 - Adding new sidewalks, a shared-use path, and enhanced pedestrian connections
 - Improving transit access with a designated pull-off area, shelter, and benches

6

Regional Collaboration Case Study – Indian Nations Council of Governments

- ❑ **Total Project Cost:** \$26,500,000
- ❑ **Joint Applicants**
 - Counties of Tulsa and Wagoner
 - Cities of Broken Arrow, Jenks, and Owasso
- ❑ **Regional Safety Improvements**
 - Upgrading traffic signal backplates (reflective yellow)
 - Flashing yellow arrow traffic signal heads
 - Advanced warning signage for signalized intersections
 - Enhanced stop-controlled intersection signage
 - Upgrade stop-controlled intersections to LED stop signs
 - Post mounted speed feedback signs
 - Mid-block crossings
 - Rectangular rapid flash beacons at pedestrian crossings

7

Regional Collaboration Case Study – Denver Regional Council of Governments

- ❑ **Total Project Cost:** \$16,220,000
- ❑ **Regional Safety Improvements**
 - Collaborative application with eight local partners
 - Installation of hybrid pedestrian beacons, signal upgrades, and mast arm replacements to improve pedestrian crossings and reduce left-turn crashes.
 - A citywide speed limit safety study to guide data-driven decisions for future safety improvements.
 - A comprehensive approach that integrates capital investments with planning efforts to deliver long-term safety benefits across the region.

8

Systemic Improvements Captured in Plan

Edgeline
Treatment

Centerline
Rumble Strips

Curve
Delineation

High-Visibility
Backplates
(HVSb)

High-Friction
Surface
Treatment

Advance
Warning
Signs

Improved
Signal Timing
Strategies

Flashing
Yellow Arrows
(FYA)

Speed Limit
Evaluations

Leading
Pedestrian
Intervals (LPI)

Pedestrian
Scramble

9

Spot Specific Improvements

- ❑ Total of 43 spot specific improvements in the region
 - 7 in Albemarle County
 - 9 in the City of Charlottesville
 - 5 in Fluvanna County
 - 9 in Greene County
 - 8 in Louisa County
 - 5 in Nelson County



10

Timeline for Application Process

- ❑ Application Development and Supportive Materials in coordination with VDOT – As early as January 2026
 - Project Scope, Cost Estimates, Resolutions of Support, VDOT support letters and coordination, MOUs
 - Other needed items from the SS4A Implementation project [checklist](#)
- ❑ Anticipated FY26 SS4A NOFO Release – March 2026
- ❑ Anticipated Application Deadline – Late June 2026

11

Questions?

12