



U.S. Department of Transportation

# How to Apply for Safe Streets and Roads for All (SS4A): Implementation Grants



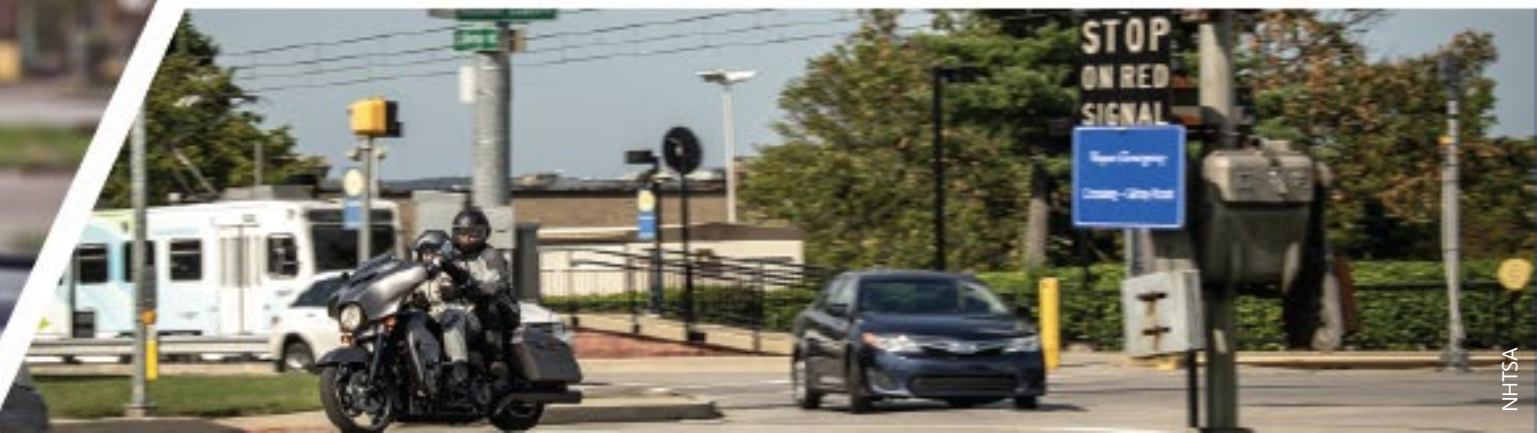
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# Welcome to the Safe Streets and Roads for All (SS4A): Implementation Grant Webinar

## Audio

- To listen via computer: Select "Computer Audio"
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- **Call:** 669-254-5252
  - **Webinar ID:** 160 370 7878
  - **Passcode:** 769284
- All participants automatically join on mute, with cameras off

## Technical Support

- Email [Webconference@dot.gov](mailto:Webconference@dot.gov)

## Questions for Presenters

- Please type your questions in the Q&A box

## More Information

- [www.transportation.gov/SS4A](http://www.transportation.gov/SS4A)
- Today's presentation slides and recording will be available on the [SS4A Webinars](#) page



# SS4A Webinars

## 1 How to Apply for SS4A: Action Plans

- This webinar will offer a general overview of the SS4A program and the grant application process, with a particular focus on applying for grants to develop an Action Plan.
- Thursday, March 7, 1:30 PM – 3:00 PM (Eastern Time)

## 2 How to Apply for SS4A: Supplemental Planning and Demonstration Activities

- This webinar will offer a general overview of the SS4A program and the grant application process, with a particular focus on applying for grants for supplemental planning and demonstration activities.
- Friday, March 8, 1:30 PM – 3:00 PM (Eastern Time)

## 3 How to Apply for SS4A: Implementation Grants

- This webinar will offer a general overview of the SS4A program and the grant application process, with a particular focus on applying for Implementation Grants.
- Wednesday, March 13, 1:30 PM – 3:00 PM (Eastern Time)





# Presenters



Jessica Rich  
Federal Highway Administration  
Office of Safety  
U.S. Department of Transportation



Paul Teicher  
Office of the Secretary  
U.S. Department of Transportation

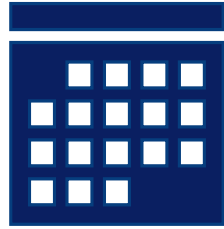


# Are you in the right place?

- The [SS4A program](#) funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
- You're in the right place if you:
  - Have an **existing, eligible Action Plan**.
  - **Are ready to implement projects and strategies** outlined in that Action Plan, with the potential for additional planning, analysis, and pilot activities.



# SS4A FY24 NOFO Is Now Open



Notice of Funding Opportunity ([NOFO](#))  
is now **OPEN**



**Submit** technical questions by April 17,  
2024, to [ss4a@dot.gov](mailto:ss4a@dot.gov)



Additional resources about SS4A and  
the NOFO can be found at  
[https://www.transportation.gov/grants/  
SS4A](https://www.transportation.gov/grants/SS4A)



# FY24 SS4A Application Deadlines

- **Implementation Grant applicants** have a single deadline for the FY24 SS4A NOFO: **May 16, 2024, by 5 PM (ET)**.
- There are three separate application deadlines for Planning and Demonstration Grant applications in FY24:
  1. April 4, 2024, 5 PM (ET)
  2. May 16, 2024, 5 PM (ET)
  3. August 29, 2024, 5 PM (ET)



Learn how to apply and access application materials: <https://www.transportation.gov/grants/ss4a/how-to-apply>





# SS4A Grant Program Overview



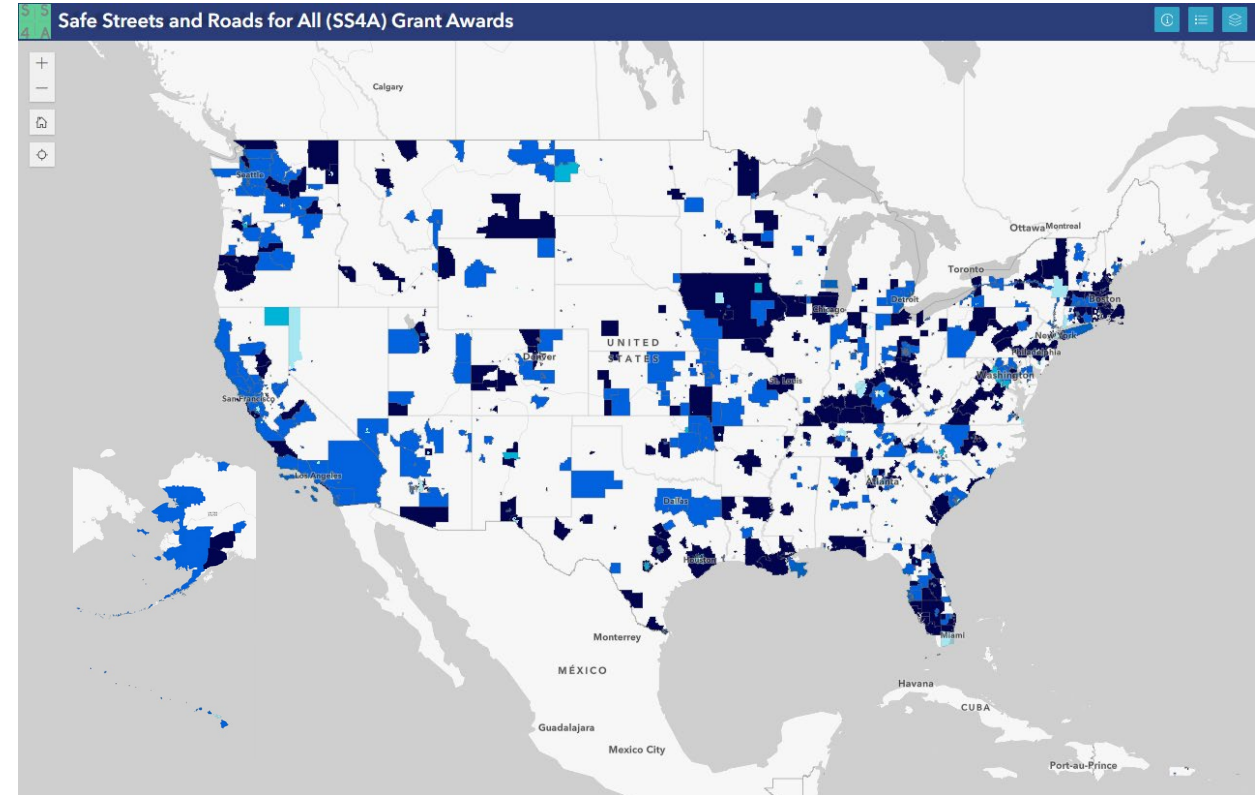
# Safe Streets and Roads for All

- \$5 billion discretionary grant program, with ~\$1 billion per year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing projects and strategies identified in safety Action Plans
- Inclusive of all types of roadway safety interventions across the [Safe System Approach](#)



# SS4A Cumulative Awards

- 1,000+ communities selected for FY 2022 and FY 2023 awards
  - 1,046 Planning and Demonstration Grants
  - 85 Implementation Grants
- More than \$1.7 billion awarded
- Funds will improve roadway safety planning for around 70% of the nation's population



Awards map:

<https://www.transportation.gov/grants/ss4a/cumulative-awards>



# Expected Award Size and Requirements

Grant Type	Expected Grant Range*
Planning and Demonstration Grant	\$100K - \$10M
Implementation Grant	\$2.5M - \$25M

*\*Note: These are expected sizes, and applicants may request more or less funding.*

*\*\*The set-aside amount on this slide, \$461 million, reflects a change made in Public Law 118-42 that will be addressed in a NOFO amendment.*



## Requirements

- 80% Federal | 20% local match
  - In-kind contributions can be used as match
- Expected to have up to \$780 million available for Implementation Grants
- Set aside for Planning and Demonstration Grants (expected to be ~\$461 million this year)\*\*
  - Developing new Action Plans, as well as supplemental planning and demonstration activities
  - **Supplemental planning and demonstration activities included in an Implementation Grant count toward set aside**
- No more than 15% of funds can be awarded to projects in a single State in a given fiscal year
  - California was very oversubscribed for Implementation Grant requests in FY22 and FY23
- Tribal Transportation Funds are eligible as match





# Eligibility

# Eligible Applicants

- Political subdivision of a State
  - *A unit of government under the authority of State law, including **cities, towns, counties, special districts**, and similar units of **local government**.*
  - *A **transit district, authority, or public benefit corporation** if it was created under State law.*
  - *A **college or university** if it was created under State law*
- Federally recognized Tribal government
- Metropolitan planning organization (MPO)
- Multijurisdictional group comprised of the entities above

Multijurisdictional Implementation Grant applications may be beneficial if:

- The proposed projects and strategies are within the roles and responsibilities of multiple jurisdictions (e.g., a city applying to cover an area that includes county-owned roads).
- The applicant wishes to partner with an entity with more experience administering Federal grants.

Learn more about applicant eligibility: <https://www.transportation.gov/grants/ss4a/applicant-eligibility>



# Implementation Grant Eligibility Requirements

## Implementation Grant applicants must also have:

### An Eligible Action Plan that

- ✓ Meets the [Self-Certification Eligibility Worksheet](#) requirements;
- ✓ Focuses on the roadway network within the applicant's jurisdiction;
- ✓ Identifies projects and strategies to address identified safety concerns; **and**
- ✓ Is not a required State-level Action Plan (e.g., Strategic Highway Safety Plan).

See additional information at [Action Plan Requirements](#).

### Jurisdiction

- ✓ Ownership and/or maintenance responsibilities over a roadway network;
- ✓ Safety responsibilities that affect roadways; **and/or**
- ✓ An agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction.
  - Letter of Intent due by application deadline.
  - Memorandum of Agreement/Understanding due before grant agreement, if project is awarded.





# Program Design: Grant Types

## Eligible Activities:

(A) Develop Comprehensive Safety Action Plan

(A1) Supplemental safety planning

(A2) Demonstration activities

(B) Conduct planning, design, and development activities for projects and strategies identified in an Action Plan

**(C) Carry out projects and strategies identified in an Action Plan**

### Planning and Demonstration

Develop or complete a comprehensive safety Action Plan (A)

Conduct supplemental safety planning (*in support of a safety Action Plan*) (A1)

Carry out demonstration activities (*in support of a safety Action Plan*) (A2)

### Implementation

#### MUST

- **Implement projects and strategies (C)**

and MAY

- Conduct planning and design (B)
- Conduct supplemental safety planning (in support of an existing safety Action Plan) (A1)
- Carry out demonstration activities (in support of an existing safety Action Plan) (A2)






Learn more about eligible activities:

<https://www.transportation.gov/grants/ss4a/eligible-uses>



# Eligible Action Plans

## See Table 1 in the NOFO

<div>S   S 4   A</div>	Safe Streets and Roads for All Action Plan Components
<p>This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <a href="https://www.transportation.gov/SS4A">https://www.transportation.gov/SS4A</a></p>	
	<b>Leadership Commitment and Goal Setting</b> An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:  (1) the target date for achieving zero roadway fatalities and serious injuries, OR  (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
	<b>Planning Structure</b> A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
	<b>Safety Analysis</b> Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).
	<b>Engagement and Collaboration</b> Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.
	Still have questions? Visit the <a href="https://www.transportation.gov/SS4A">SS4A website</a> SS4A Action Plan Components   Page 1 of 2

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Leadership Commitment and Goal Setting

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Planning Structure

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Safety Analysis

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Engagement and Collaboration

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Equity Considerations

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Policy and Process Changes

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Strategy and Project Selections

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Progress and Transparency

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# Self-Certification Eligibility Worksheet



Potential applicants may pre-submit their Action Plan for an eligibility review.  
Must submit a complete pre-application by April 17<sup>th</sup>

Required:

- ✓ Roadway safety analysis with mapping
- ✓ A list of projects and strategies identified in the plan
- ✓ Publication or updates between 2019 and April 2024

Plus at least 4 of the following:

- Commitment to eliminate roadway fatalities, and a safety goal
- Task force responsible for the Action Plan
- Meaningfully engaged public, stakeholders, partner agencies
- Equity-centered process, analysis, and impact assessment
- Approach to updating existing plans, policies, guides
- Metrics to assess progress over time

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Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the SS4A NOFO describes [eight components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant** applications to conduct **Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

**Eligibility**

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions 3, 7, and 9 in this worksheet; and
- You can answer "YES" to **at least four of the six remaining** Questions, 1, 2, 4, 5, 6, and 8.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

**Applicant Information**

Lead Applicant: \_\_\_\_\_ UEI: \_\_\_\_\_

**Action Plan Documents**

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update

U.S. Department of Transportation

SS4A Self-Certification Eligibility Worksheet | Page 1 of 5

## Award Condition: Comprehensive Plans

- You must update your Action Plan as a condition to receiving a grant award **IF**:
  - You have any "No" responses on the Self-Certification Eligibility Worksheet;
  - The Action Plan(s) does not include all road users; **OR**
  - The Action Plan was last updated more than 3 years ago.
- You can request supplemental planning funding for this!
- **New award consideration:** Applicants with finalized comprehensive safety action plans that include all components in Table 1 of the NOFO.





# Implementation Grant Activities

# Implementation Grant Activities

## What does an Implementation Grant fund?

- Implementation Grants **must** fund the execution of projects and strategies identified in an Action Plan that address roadway safety problems, Activity (C).
- Projects and strategies can be infrastructure, behavioral, and/or operationally focused.
- Implementation Grants **may** also fund:
  - Planning, design, and development activities for projects and strategies identified in an Action Plan, Activity (B).
  - Supplemental planning and demonstration activities to inform the development of an Action Plan, Activity (A).





# Implementation Grant Activities - Examples

## Examples of Implementation Projects and Strategies (C)



Safe Routes to Schools



Bicycle Infrastructure



Highway Safety



Transit Safety



Emergency Medical Service Interventions



Pedestrian Safety

# Implementation Grant Activities – Seattle, WA

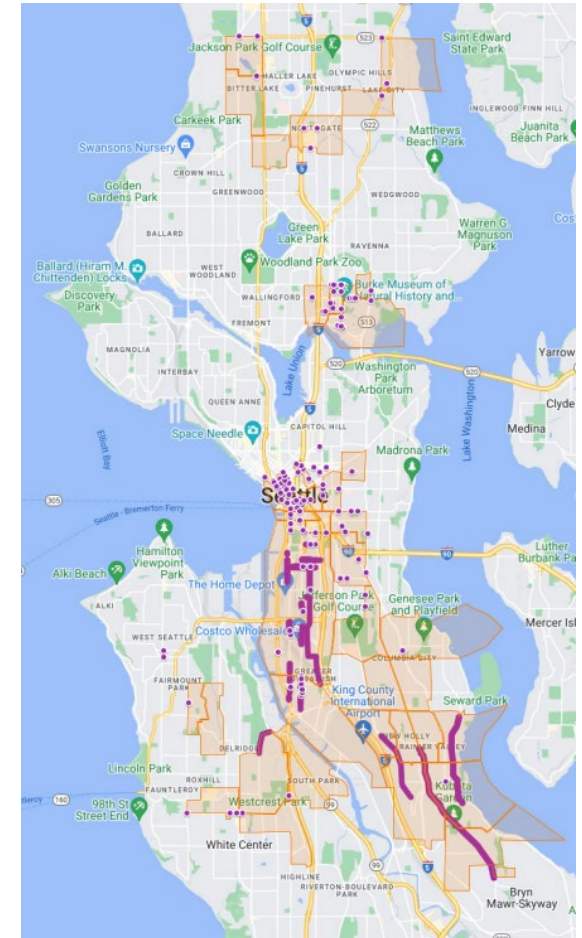
Seattle, Washington: \$25,654,000 Implementation

This project will implement a vast array of safety treatments to **address pedestrian collisions at intersections**, including unsignalized intersections, and bicycle crashes.

## Activity C

Project includes approximately:

- 60 **signalized intersection treatments**.
- 6 **unsignalized intersection treatments**.
- 4 miles of **protected bike lanes**.
- 1.5 miles of **new sidewalks**.
- 4.5 miles of **arterial traffic calming treatments**.



Purple: Planned project locations for SS4A  
Orange: SS4A Underserved Communities census tracts





# Demonstration Activities

## Demonstration Activities to inform an Action Plan:

- Feasibility studies using quick-build strategies
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology



## Demonstration activities in support of an Action Plan (A2)

- Temporary in nature
- Pilots and testing, finite period
- Small scale
- Informs the list of projects and strategies in an Action Plan
- Assesses the benefits of an approach

## Projects and strategies identified in an Action Plan (C)

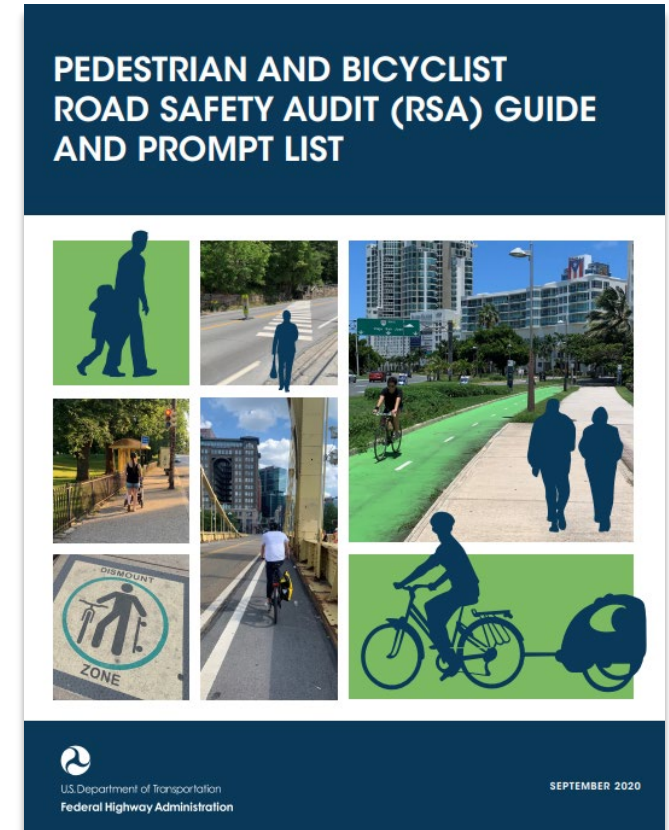
- Listed in an Action Plan as a project and/or strategy
- Permanent
- Major construction
- System wide
- Implements the Action Plan



# Supplemental Planning Activities

## Supplemental planning enhances an Action Plan and could include:

- Topical, complementary safety plans
- Road safety audits
- Additional safety analysis and data collection
- Targeted equity assessments
- Stakeholder engagement and collaboration
- Updating existing Action Plans



# Supplemental Action Plan Activities vs. Project-Level Planning

## Supplemental Planning in support of an Action Plan (A1)

- Road safety audits;
- Expanded analysis and/or data collection;
- Follow-up stakeholder engagement and collaboration;
- Targeted equity assessments;
- Action Plan progress report development;
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans.

## Planning, design, and development activities for projects and strategies identified in an Action Plan (B)

- Pre-construction engineering or design for an infrastructure project;
- Documentation to comply with the National Environmental Policy Act requirements for a specific project;
- Right-of-way acquisition;
- Permitting for an infrastructure safety project.

**Note: Any (B) activities must be directly tied to (C) activities.** E.g., if you are applying for (B) to design a new shared use path, you must be applying for (C) to build that same path.





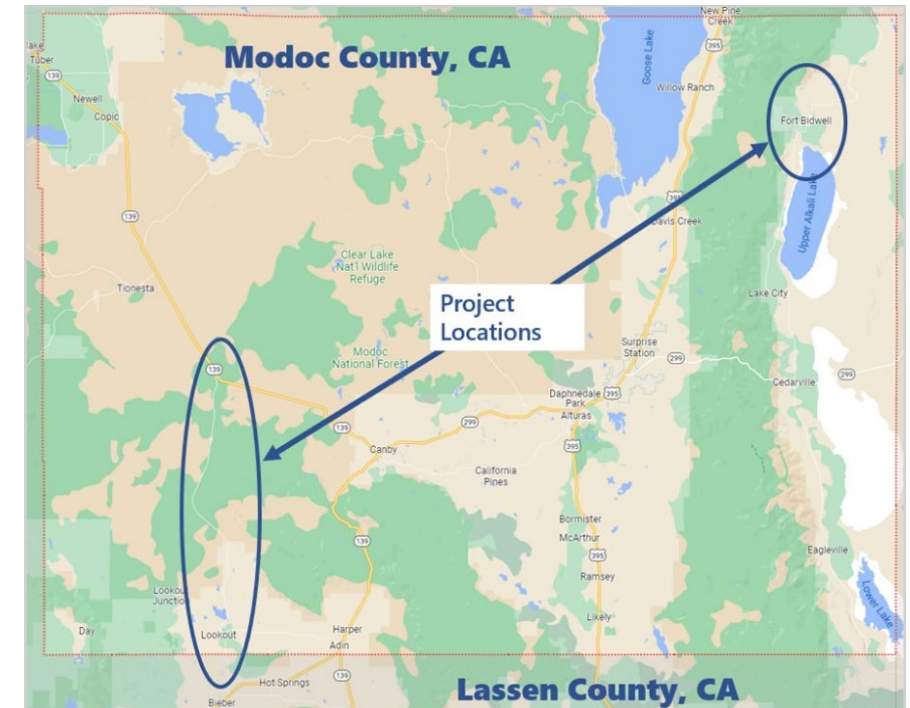
# Implementation Grant AND Supplemental Planning Activities

Modoc County, California: \$12,954,400 Implementation

This project will improve safety along two corridors in **rural disadvantaged communities and Tribal areas** that have Modoc County's most dangerous crash history: County Road 91 and County Road 1.

Project Highlights:

- Activity C [ Implement **bicycle lanes**, pedestrian **crosswalks**, **speed control**, and **infrastructure features for persons with disabilities**.
- Activity A [ Update crash data to include the most recent 10-year period to help **validate data sets** and **show the effectiveness** of the safety improvements.



# Implementation Grant Activities - Reminders

## Reminders

- Projects and strategies must be identified in an existing, eligible plan.
- Projects and strategies outside of an eligible plan should not be included.
- Projects and strategies that cross multiple political subdivisions, safety issue areas, and corridors/roadway networks are permitted and can be bundled together so long as they are in an existing, eligible plan(s).
- Implementation Grants may fund supplemental planning and demonstration activities to inform an Action Plan. **Implementation Grants do not fund the development of new Action Plans.**
- Applicants may only submit a single application.



# Ineligible Projects and Strategies

- ✗ **Projects and strategies whose primary purpose is not roadway safety.**
- ✗ **Projects and strategies exclusively focused on non-roadway modes of transportation.**
- ✗ **Capital projects to construct new roadways used for motor vehicles.** New roadways exclusively for non-motorists is an eligible activity if the primary purpose is safety-related.
- ✗ **Infrastructure projects primarily intended to expand capacity to improve Levels of Service** for motorists on an existing roadway, such as the creation of additional lanes.
- ✗ **Maintenance activities for an existing roadway primarily to maintain a state of good repair.** However, roadway modifications on an existing roadway in support of specific safety-related projects identified in an Action Plan are eligible activities.
- ✗ **Development or implementation of a public transportation agency safety plan (PTASP)** required by 49 U.S.C. § 5329.





# Implementation Grant Application

# Application Overview

## Obtain a Unique Entity Identifier Number (UEI) via [SAM.gov](https://sam.gov).

- Before submitting your SS4A application, you must obtain a UEI. This may take **up to 30 days**.
- Applicants that do not already have a UEI are encouraged to start this process now.
- Applicants that already have UEIs are encouraged to verify their UEI is active on SAM.gov.

## Register with Valid Eval

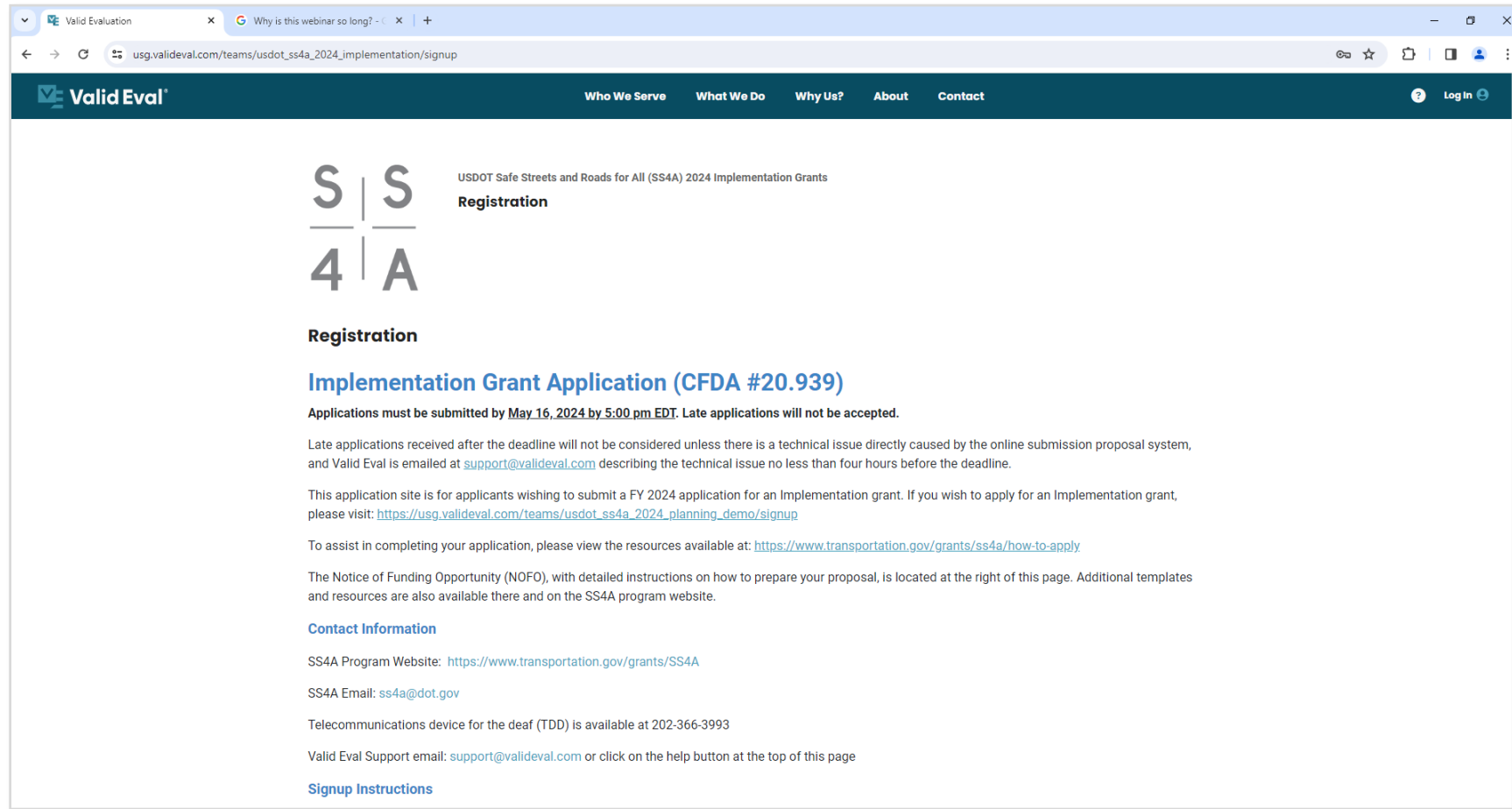
- Registration should take around **10 minutes**.
- You will need to register for the Valid Eval account that corresponds with the grant type you wish to apply for (Planning and Demonstration or Implementation).
- **Do not apply through Grants.gov.**

## Submit on time!

- Final applications must be submitted by:
  - April 4, 2024, at 5:00 PM ET
  - **May 16, 2024, at 5:00 PM ET**
  - August 29, 2024, at 5:00 PM ET
- Applicants are strongly encouraged to submit in advance of the deadline.



# Valid Eval Sign Up



The screenshot shows a web browser window with the URL [usg.valideval.com/teams/usdot\\_ss4a\\_2024\\_implementation/signup](https://usg.valideval.com/teams/usdot_ss4a_2024_implementation/signup). The page features a dark teal header with the Valid Eval logo and navigation links: Who We Serve, What We Do, Why Us?, About, and Contact. A 'Log In' button is also present. The main content area is white and contains the following elements:

- A large graphic of the letters 'S', 'S', '4', and 'A' arranged in a 2x2 grid, with a vertical line separating the 'S's and the '4's.
- The text 'USDOT Safe Streets and Roads for All (SS4A) 2024 Implementation Grants' and 'Registration'.
- A section titled 'Registration' with a blue link 'Implementation Grant Application (CFDA #20.939)'.
- A paragraph stating: 'Applications must be submitted by **May 16, 2024 by 5:00 pm EDT**. Late applications will not be accepted.'
- A paragraph explaining that late applications will not be considered unless there is a technical issue directly caused by the online submission proposal system, and Valid Eval is emailed at [support@valideval.com](mailto:support@valideval.com) describing the technical issue no less than four hours before the deadline.
- A paragraph stating: 'This application site is for applicants wishing to submit a FY 2024 application for an Implementation grant. If you wish to apply for an Implementation grant, please visit: [https://usg.valideval.com/teams/usdot\\_ss4a\\_2024\\_planning\\_demo/signup](https://usg.valideval.com/teams/usdot_ss4a_2024_planning_demo/signup)'.
- A paragraph stating: 'To assist in completing your application, please view the resources available at: <https://www.transportation.gov/grants/ss4a/how-to-apply>'.
- A paragraph stating: 'The Notice of Funding Opportunity (NOFO), with detailed instructions on how to prepare your proposal, is located at the right of this page. Additional templates and resources are also available there and on the SS4A program website.'
- A section titled 'Contact Information' with the following details:
  - SS4A Program Website: <https://www.transportation.gov/grants/SS4A>
  - SS4A Email: [ss4a@dot.gov](mailto:ss4a@dot.gov)
  - Telecommunications device for the deaf (TDD) is available at 202-366-3993
  - Valid Eval Support email: [support@valideval.com](mailto:support@valideval.com) or click on the help button at the top of this page
- A blue link 'Signup Instructions' at the bottom.





# Application Aids

A series of **checklists and planning worksheets** is available on the SS4A website and Valid Eval to help guide applicants through the eligibility and application process.

[SS4A Resources Webpage](#)

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**4 | A**

Safe Streets and Roads for All  
Planning and Demonstration Grant Application

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**SS4A Applications to Develop or Update  
Action Plan**

- ☐ Sign up for an account using the [Valid Eval Planning and Development Worksheet](#).
- ☐ Gather key application data, including:
  - The total 2020 Census **population** for the applicant jurisdiction(s).
  - The total **count of motor vehicle-involved roadway fatalities** from 2017-2021.
    - Review the [SS4A Fact Sheet](#) for information on how to identify this information.
    - ☐ If using data other than FARS, gather information on alternative fatality data.
  - The total **average annual fatality rate** (per 100,000 population).
    - Review the [SS4A Fact Sheet](#) for information on how to calculate.
  - The total **percent of population in Underserved Communities**.
    - Review the [SS4A Fact Sheet](#) for information on how to calculate.
    - ☐ Take a screenshot of Percent Population in Underserved Communities (from the USDOT ETC Explorer or CEJST tool).
- ☐ Complete the following **Standard Forms** (download forms within Valid Eval Application):
  - SF-424: Application for Federal Assistance
  - SF-424A: Budget Information for Non-Construction Programs
  - SF-424B: Assurances for Non-Construction Programs
  - SF-LLL: Disclosure of Lobbying Activities
  - Review the [SS4A Fact Sheet](#) for information on how to complete required SF forms
- ☐ Write an **application narrative** no longer than 2 pages if you are requesting less than \$1,000,000. If you are requesting \$1,000,000 or more in Federal funding, the narrative should be no longer than 3 pages.
- ☐ Create a **map** that shows the location of the applicant jurisdiction and highlights the roadway network.
- ☐ Create a **Planning and Demonstration Grant Supplemental Worksheet** using the [template](#).
- ☐ Check the [SS4A cumulative awards map](#) to see if a jurisdiction has received a Planning and Demonstration Grant award if you are applying for one.

**S | S**  
**4 | A**

Safe Streets and Roads for All  
Implementation Grant Application Checklist

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- ☐ Sign up for an account using the [Valid Eval Implementation Grant Application](#).
- ☐ Gather key application data for the **applicant jurisdiction(s)**, including:
  - The total 2020 Census **population**.
  - The total **count of motor vehicle-involved roadway fatalities from 2017-2021**.
    - Review the [SS4A Fact Sheet](#) for information on how to identify this information.
    - ☐ If using data other than FARS, gather information on alternative fatality data.
  - The total **average annual fatality rate** (per 100,000 population).
    - Review the [SS4A Fact Sheet](#) for information on how to calculate.
  - The total **percent of population in Underserved Communities**.
    - Review the [SS4A Fact Sheet](#) for information on how to calculate.
    - ☐ Take a screenshot of Percent Population in Underserved Communities (from the USDOT ETC Explorer or CEJST tool).
- ☐ Gather key application data for the proposed **project area(s)**, including:
  - The total **percent of population in Underserved Communities** (see information above to calculate).
  - The total **percent of the applicant's transportation network** that will be covered by the proposed project area(s).
  - The total **number of fatalities** between 2017 and 2021.
  - The total **number of serious injury crashes** between 2017 and 2021.
  - The total **number of suspected injury crashes** between 2017 and 2021 (*if serious injury crash data is not available*).
- ☐ Complete the following **Standard Forms** (download forms within Valid Eval Application):
  - SF-424: Application for Federal Assistance
  - SF-424C: Budget Information for Non-Construction Programs
  - SF-424D: Assurances for Non-Construction Programs
  - SF-LLL: Disclosure of Lobbying Activities
  - Review the [SS4A Fact Sheet](#) for information on how to complete required SF forms
- ☐ Write an **application narrative** no longer than 12 pages that responds to all the requirements outlined in the [NOFO](#) instructions in Section D and selection criteria in Section E.
- ☐ Create a **map** that shows the location of the jurisdiction and highlights the roadway network.



# Narrative and Standard Forms

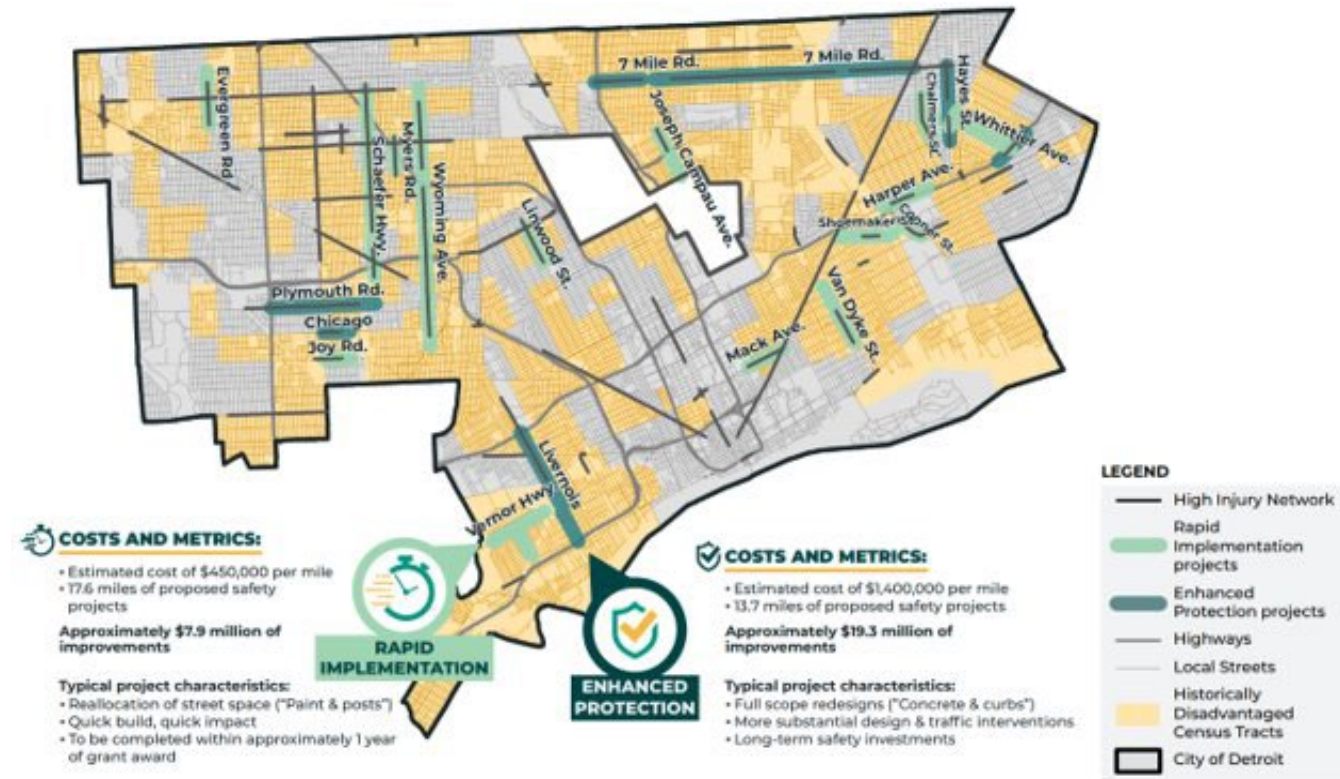
- Narrative – Up to 12 pages to respond to the selection criteria and describe the project readiness.
  - Up to 14 pages if including supplemental planning and demonstration activities. The extra 2 pages must be focused on responding to the “Supplemental Planning and Demonstration Activities” selection criterion.
- Application for Federal Assistance (SF-424)
- Budget Information for Non-Construction Programs (SF-424C)
- Assurances for Non-Construction Programs (SF-424D)
- Disclosure of Lobbying Activities (SF-LLL)
- See [Implementation Grant Application checklist](#) for full list



# Location and Map(s)

- Need to show your:
  - Jurisdiction's boundaries
  - High-Injury Network or equivalent
  - Location(s) for projects and strategies
- Ensure that the map is of adequate quality for reviewers to understand your community and project.
- PDF file

Example: Detroit, MI FY22 Implementation Grant Map



# Key Application Data

- Total applicant jurisdiction population
  - Total applicant jurisdiction census tract(s)
  - Total count of motor vehicle-involved roadway fatalities 2017-2021
  - Total average annual fatality rate
  - Percent of funds benefiting Underserved Communities Census Tract(s)
- Project area fatalities 2017-2021
  - Project area serious injuries 2017-2021

## Total Jurisdiction Population

All data entered above is based on the total population for the entire application area. Total jurisdiction population is based on 2020 U.S. Census American Community Survey (ACS) data and includes the total population of all Census tracts where the applicant operates or performs their safety responsibilities. If the jurisdiction includes portions of Census tracts, please include the entire Census tract population here.

## Total Applicant Jurisdiction Applicant Census Tract(s):

Please list the Census tract identification numbers for each tract in the applicant jurisdiction.

## The count of roadway fatalities (Whole Number Only)

The count of roadway fatalities from the most recent five years of data (either 2016-2020 or 2017-2021) in the jurisdiction based on DOT's Fatality Analysis Reporting System (FARS) data, an alternative traffic fatality dataset, or a comparable data set with roadway fatality information. This should be a whole number.

Cite the source, if using a dataset different from FARS. Upload the attachment or the url under supporting materials.

## Total Average Annual Fatality Rate (per 100,000 population)

Fatality Rate per 100,000 persons: the fatality rate calculated using the 5-year annual average from the total count of fatalities from 2016-2020 or 2017-2021 based on FARS data, an alternative traffic fatality dataset, or a comparable data set with roadway fatality information, which is divided by the population of the applicant's jurisdiction based on 2020 U.S. Census ACS population data. The rate should be normalized to per 100,000 persons.

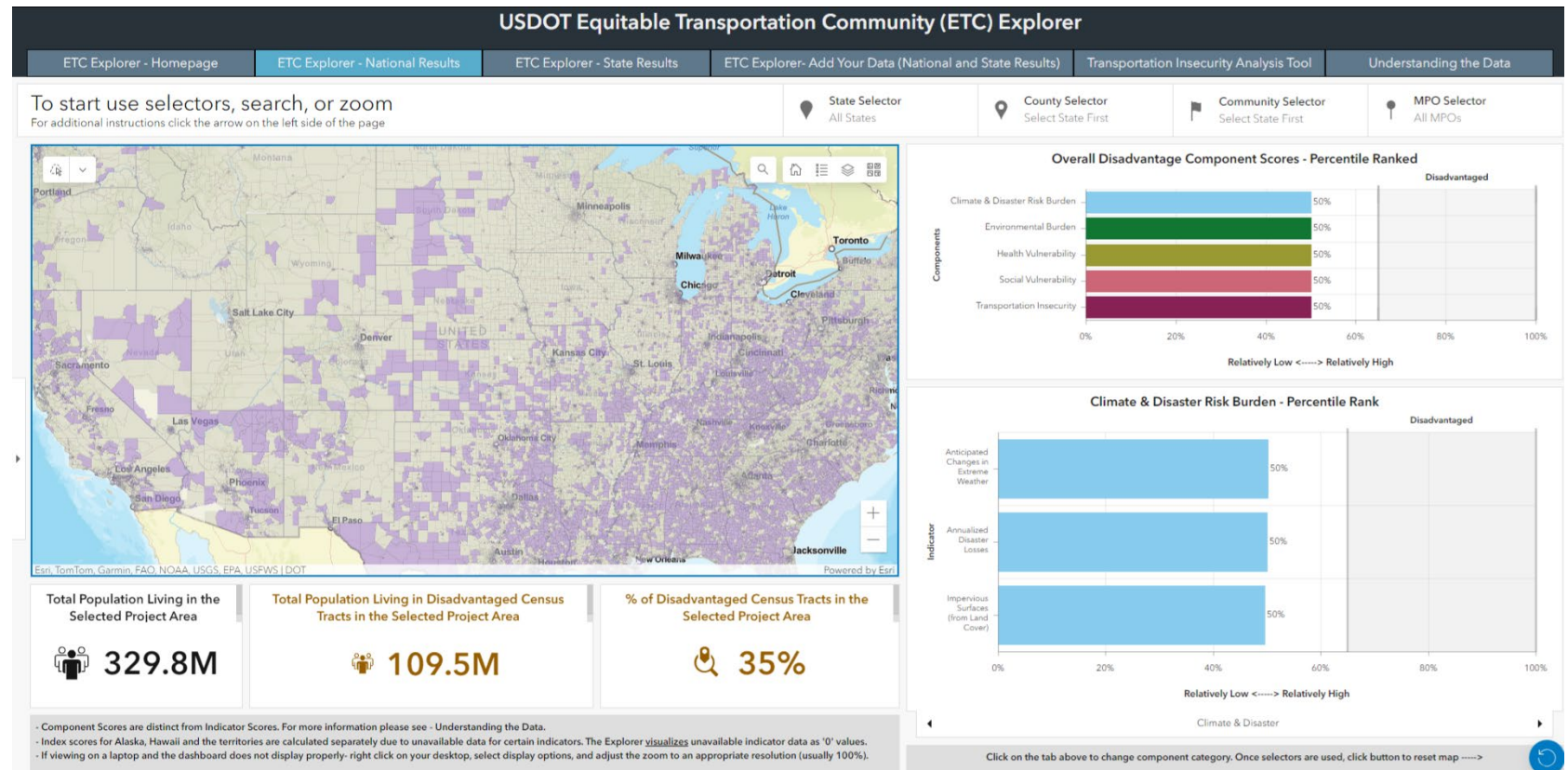




# Funds to Underserved Communities

## Data Sources

- [USDOT Equitable Transportation Community \(ETC\) Explorer](#)
- [Climate and Economic Justice Screening Tool \(CEJST\)](#)



# Self-Certification Eligibility Worksheet

You may submit a pre-application Action Plan eligibility review request by April 17



The image shows a thumbnail of the 'Safe Streets and Roads for All Self-Certification Eligibility Worksheet'. A yellow callout bubble in the top left corner says 'New in FY24'. The worksheet is titled 'Safe Streets and Roads for All Self-Certification Eligibility Worksheet'. It contains several numbered questions (1-9) with checkboxes for 'YES' and 'NO'. Questions 4, 5, 6, 7, 8, and 9 have a space for 'If yes, provide documentation:'. The worksheet is from the U.S. Department of Transportation. At the bottom, it says 'Still have questions? Visit the SS4A website' and 'SS4A Self-Certification Eligibility Worksheet | Page 2 of 2'.

There must be an **eligible Action Plan** in place for your community to apply for an Implementation Grant.

Three MUST be YES Questions:

- Data Analysis
- List of projects and strategies
- Plan completed and/or last updated 2019-2024
  - Plan must be complete by the end of April 2024



# Self-Certification Eligibility Worksheet – 4/6

At least 4 out of 6 YES Questions:

- Leadership commitment and goal setting
- Committee/taskforce led Action Plan development
- Engagement and collaboration
- Equity considerations
- Policy and process changes
- Evaluation and transparency

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## Safe Streets and Roads for All Self-Certification Eligibility Worksheet

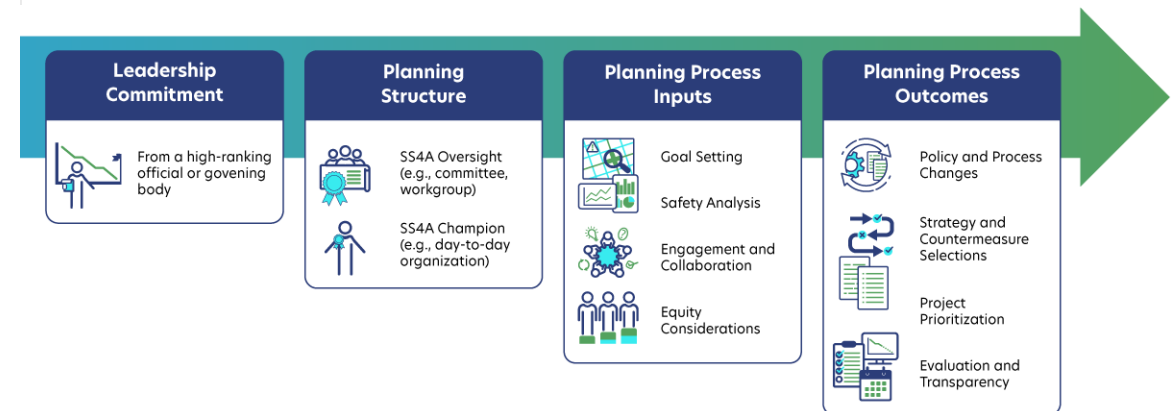
This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

**Instructions:** This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

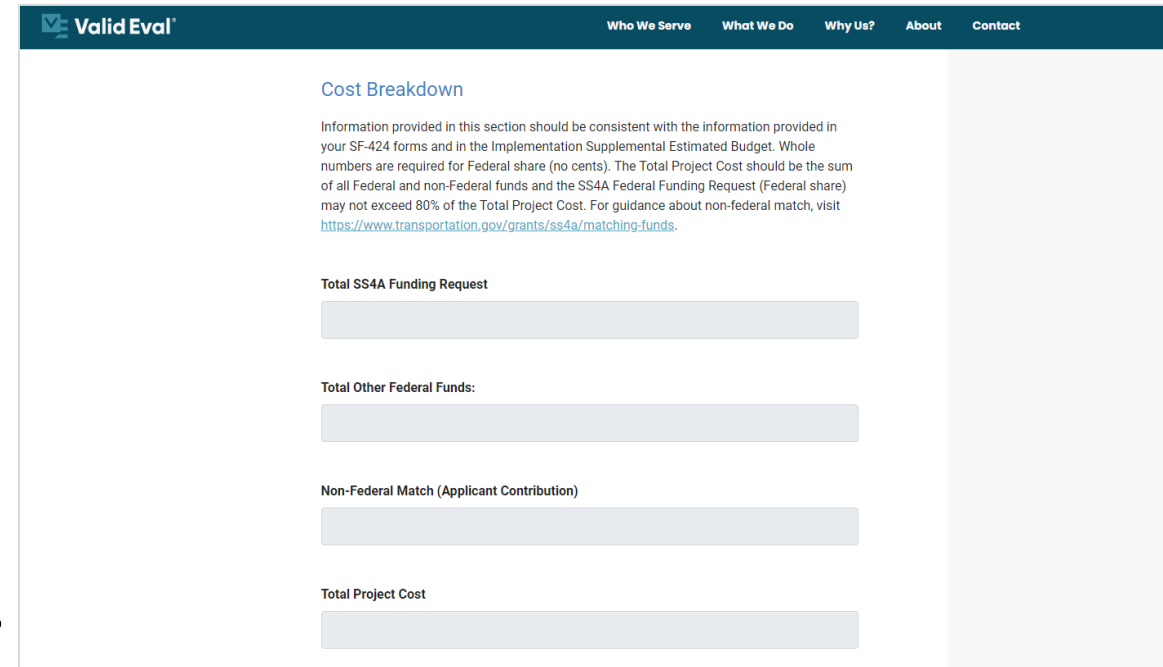
- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**





# Budget – Cost Breakdown

- **SF-424C** Budget Information for Construction Activities Required
  - Distinguish between Federal and Non-Federal share
- **Supplemental Estimated Budget** to distinguish costs by eligible activity areas and itemize major expenses
  - (A) Supplemental planning and demonstration activities in support of an existing Action Plan
  - (B) Conducting planning, design, and development activities for projects and strategies identified in an Action Plan
  - (C) Carrying out projects and strategies identified in an Action Plan



The screenshot shows a web form titled "Cost Breakdown" from "Valid Eval". The form includes a header with navigation links: "Who We Serve", "What We Do", "Why Us?", "About", and "Contact". Below the title, there is a paragraph of instructions: "Information provided in this section should be consistent with the information provided in your SF-424 forms and in the Implementation Supplemental Estimated Budget. Whole numbers are required for Federal share (no cents). The Total Project Cost should be the sum of all Federal and non-Federal funds and the SS4A Federal Funding Request (Federal share) may not exceed 80% of the Total Project Cost. For guidance about non-federal match, visit <https://www.transportation.gov/grants/ss4a/matching-funds>." The form contains four input fields with labels: "Total SS4A Funding Request", "Total Other Federal Funds:", "Non-Federal Match (Applicant Contribution)", and "Total Project Cost".

# Budget – Administration and Requirements

- Please account for the administration of a grant agreement, policy provisions, and reporting requirements:
  - 2 CFR Part 200
  - National Environmental Policy Act of 1969 (NEPA)
  - Progress reporting on grant activities
  - Data submissions on program outputs and outcomes
  - Build America, Buy America
  - Equal Employment Opportunity
  - Labor and Workforce
  - Critical Infrastructure Security and Resilience



# Budget – Cost Share and Match

## Agreement Funding: 20% Cost Share and Match Reminders

- Recipients are required to contribute a non-Federal matching share of **no less than 20 percent of total eligible activity costs**.
- Local match may only be used once and may not be used as match for multiple Federal awards.
- Tribal Transportation Program (TTP) funds can be used as a non-Federal match.
- Federal funds generally cannot be used toward a recipient's local match requirement.
- Funds from other entities such as partners may count towards the match so long as they are using non-Federal funds.
- Grant agreements are expected to be administered on a reimbursement basis, and recipients will be reimbursed for up to 80 percent of their eligible expenses.
- Expenses incurred prior to the grant agreement being executed are not eligible expenses (unless explicitly authorized by the Department).
- **Applicants that intend to combine SS4A funds with Title 23, U.S.C. funds should expect a significant delay in executing a grant agreement.**





# Implementation Grant Review and Award Selection Process

# Implementation Grant Selection Criteria and Considerations

- Required selection criteria (from most to least important):
  - **Safety Impact**
  - Equity, Engagement, and Collaboration
  - Effective Practices and Strategies
  - Other DOT Strategic Goals
- One optional selection criterion:
  - Supplemental Planning and Demonstration Activities (only if included in the application)
- Project readiness rating
- Award selection considerations:
  - % of funds to underserved communities
  - Rural area
  - Thriving Communities network priority
  - Enhance the geographic diversity of recipients
  - Federal funding requests < \$10 million
  - Action Plans with all components
  - High ratio of Killed and Serious Injuries per \$1 million in Federal funding requested

Safety Impact

Equity, Engagement, and Collaboration

Effective Practices and Strategies

Other DOT Strategic Goals

*Project Readiness Rating*

Supplemental Planning and  
Demonstration Activities



# Criterion #1: Safety Impact Criterion

- Safety impact is the **most important criterion** and will be weighed more heavily in the review and selection process.
- DOT will assess whether the proposal is likely to:
  - Significantly reduce or eliminate roadway fatalities and serious injuries;
  - Employ low-cost, high-impact strategies over a wide geographic area; and
  - Include evidence-based projects and strategies.
- DOT will assess the applicant's description of the safety problem, safety impact assessment, and implementation costs as part of the Safety Impact criterion.





# Breaking Down the Safety Impact

## Description of the Safety Problem

- The safety problem(s) connect to your projects and strategies.
- Analysis is articulated.
- Projects and strategies identified in relation to your High-Injury Network.
- Safety risk information is summarized.

## Safety Impact Assessment

- Projects and strategies comprehensively address the problem.
- Evidence-based solutions.
- Measurable safety benefits.
- Use of low-cost, high-impact interventions over a wide geographic area.

## Implementation Costs

- Project and strategy costs are itemized and summarized in a logical manner.
- Efficaciously addresses past traffic fatalities and serious injuries, with data clearly tied to the location and relevant crash type(s).



# Criterion #2: Equity, Engagement, Collaboration

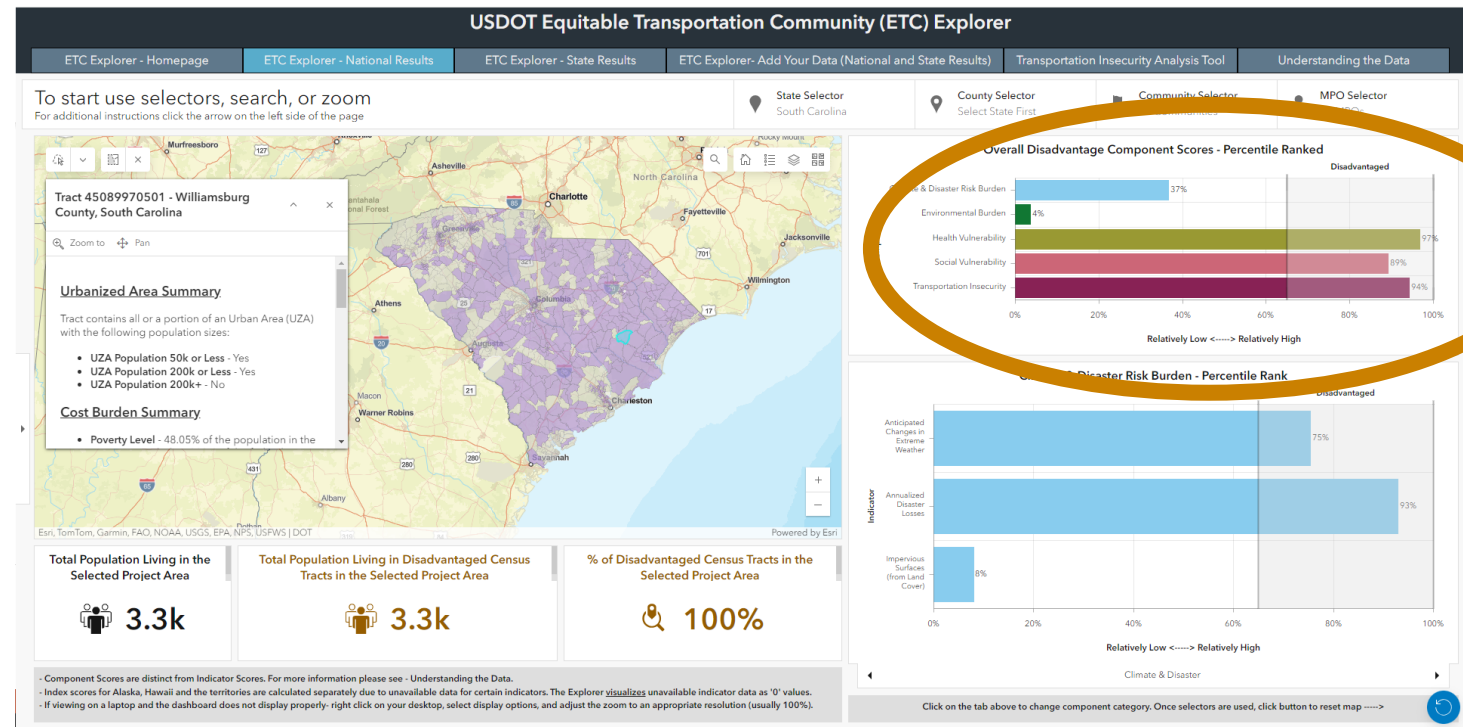
- DOT will assess the extent to which projects and strategies:
  - Ensure equitable investment in underserved communities in preventing roadway fatalities and serious injuries, including rural communities.
  - Consider key population groups to ensure the impact to these groups is understood and addressed.
  - Include equity analysis, both quantitative and qualitative, as well as stakeholder engagement in underserved communities.
  - Include meaningful engagement activities, including with disadvantaged communities.
  - Leverage partnerships to achieve safety benefits and minimize unintended consequences.
  - Are location areas with cumulative burden experiences as identified in the ETC Explorer tool



# Criterion #2: Equity, Engagement, Collaboration (cont.)

## ETC Explorer Tool and Cumulative Burdens

- Climate and Disaster Risk Burden
- Environmental Burden
- Health Vulnerability
- Social Vulnerability
- Transportation Insecurity



Access the [USDOT Equitable Transportation Community \(ETC\) Explorer](#).



# Criterion #3: Effective Practices and Strategies



- DOT will assess the extent to which the applicant demonstrates how the projects and strategies are reflective of established policies, guidelines, standards, and practices to promote systemic safety improvements. The projects and strategies should reflect practices that:
  - Reflect established policies, guidelines, and standards that improve safety decision making.
  - Incorporate an existing Complete Streets Policy, Public-Rights-of-Way Accessibility Guidelines, or other roadway safety policies that eliminate barriers to prioritizing the safety of all users.
  - Incorporate a mix of infrastructure, behavioral, and operational activities; include technologies that promote safety and equity; address multiple elements in the Safe System Approach; and involve improvements related to high-risk road features.
  - Consider the impacts of land use and the built environment to promote transportation efficient design.
  - Incorporate technologies that promote safety and/or equity.



# Criterion #4: Other DOT Strategic Goals

DOT will assess the extent to which the projects and strategies align with other Departmental strategic priorities, which include three main topical areas:

- **Climate and sustainability**

- Reduce motor vehicle-related pollution such as air pollution and greenhouse gas emissions.
- Increase safety and connectivity of lower-carbon travel modes such as transit and active transportation.
- Reduce the lifecycle of greenhouse gas emissions from the project materials.
- Evidence-based climate resilience measures (e.g., stormwater management practices).
- Support fiscally responsible land use and transportation efficient design.

- **Economic competitiveness**

- Increased economic activity, as well as improved mobility and connectivity.
- Improved mobility and connectivity to critical community services.
- Address unique rural Tribal community challenges related to mobility and economic development.

- **Workforce**

- Incorporate strong labor standards.
- Support training and apprenticeship programs.
- Track and publish aggregate workforce data and foster inclusive economic development.



# Implementation Grant Application Ratings

- Ratings:
  - Highly Recommended
  - Recommended
  - Acceptable
  - Not Recommended
- **Safety Impact is the most important.**
- What *does not* affect the overall application rating:
  - Project readiness rating
  - Supplemental Planning and Demonstration Activities selection criterion
  - Award selection considerations





# Criterion #5: Supplemental Planning and Demonstration Activities

- This selection criterion is only for applications that include supplemental planning and/or demonstration activities.
- This selection criterion will be considered separately from the other selection criteria.
- Narrative for the Supplemental Planning and Demonstration Activities selection criterion should describe:
  - Scope of the work to be performed;
  - Roadway safety issues that necessitate safety activities; and
  - How the funded activities will inform an Action Plan.
- Rated on "High," "Medium," "Low," or "Non-Responsive"
- If proposing demonstration activities to inform an Action Plan:
  - Describe how you will measure the potential benefits; and
  - Provide a brief schedule showing when the activities will be in place (e.g., hardware installed, when the pilot would begin, etc.), and the start/end dates of the work.



# Project Readiness Evaluation

- Assesses whether an applicant could reasonably execute and complete the projects and strategies within 5 years. Two possible ratings:
  - Likely
  - Unlikely
- Narrative should include a detailed activity schedule that identifies all major project and strategy milestones.
- Must include information on National Environmental Policy Act (NEPA) status, and whether utility relocation and/or right-of-way acquisition is required.
- Applications with an “unlikely” project readiness may be removed from consideration or scoped down to remove projects and strategies unlikely to be completed within 5 years.



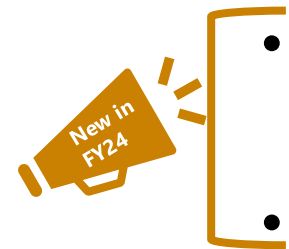


# Lessons Learned, Tips and Tricks

# Award Selection Considerations

Additional award consideration will be made for Implementation Grant applicants that:

- Have high percentage of funds that benefit underserved communities;
- Are in rural areas;
- Are a priority community within the Thriving Communities Network;
- Request less than \$10 million in Federal funds;
- Support geographic diversity amongst Implementation Grant recipients;
- Finalized Comprehensive Safety Action Plan that includes all components in Table 1 of the NOFO; and/or
- High Killed and Serious Injuries ratio per \$1 million in Federal funding requested



# Lessons Learned: What Worked Well

- Clearly written, easy to understand narrative.
- Well-articulated, detailed, and logical connection between the safety problem, and the proposed projects and strategies.
- Scope and focus are well-defined and manageable to communicate.
  - Systemic projects had clear projects and strategies to address a specific safety problem.
- Strong, project-level details, data points, and anecdotes that align well with the selection criteria, especially for the non-Safety Impact selection criteria:
  - Equity, Engagement, and Collaboration
  - Effective Practices and Strategies
  - Other DOT Strategic Goals
- Include supplemental planning and demonstration activities in your application; DOT updated the selection criteria to make it easier to give you a partial award.



# Lessons Learned: What Did Not Work Well

- Difficult to read narratives.
- Key narrative information in appendices; many attachments with unclear connection or utility.
- Underdeveloped connection between the safety problem and the proposed projects and strategies.
- Everything and the kitchen sink from your Action Plan.
- Common sense interventions that would complement the project are not included.
- Funds for projects and strategies with marginal safety benefits or are not on a High-Injury Network.
- Vague, high-level language without specific details to try to meet the selection criteria.





# Friendly Advice and Reminders

- The SS4A program will consider one application per applicant, and applicants may only apply to one type of grant.
- Applicants must have an eligible Action Plan in place to apply for an Implementation grant.
- New to FY24, you may now pre-submit your Action Plan to review your Self-Certification Eligibility Worksheet
- DOT encourages including supplemental planning and demonstration projects in Implementation Grants.
- We very likely will not accept late applications.





# Q&A