



Safe Streets and Roads for All Implementation Grant Project Area Crash Data

This document helps Safe Streets and Roads for All (SS4A) **Implementation Grant applicants** identify and incorporate the appropriate crash data for their project locations into the [Implementation Grant application form on Valid Eval](#), the grant submission platform. Crash data should only be supplied for the locations where projects and strategies funded by the SS4A program would be implemented. Applicants should not include the locations of any supplemental planning and/or demonstration activities bundled into an Implementation Grant application; this applies only to projects and strategies being implemented.

In the [SS4A Notice of Funding Opportunity](#), Implementation Grant selection criterion #2 Safety Impact, states that, "DOT will ... assess the extent to which the projects and strategies make effective use of Federal funds to address the location(s) of past traffic fatalities and serious injuries per \$1 million in funds requested, with data clearly tied to the location and relevant crash type(s). DOT will weight and combine injury and fatality data to assess this figure in relation to the requested implementation costs."

DOT will consider the fatality and incapacitating injury OR injury severity unknown submissions¹ consistent with the ratios in the [USDOT Benefit Cost Analysis Guidance 2025 Update](#).² Applicants should enter the actual crash numbers associated with the project area(s), and DOT will make the appropriate calculations. DOT expects that the data applicants provide in this section may come from local sources (e.g., those used to develop the Action Plan) and therefore may differ from the jurisdiction-wide fatality totals provided elsewhere in the application.

Crash Data for Application Form

All applicants for Implementation Grants will complete the following fields in the Valid Eval application form:

- Are the project locations on the High Injury Network? (yes/no/partially).
- Number of fatalities in project area(s) in the most recent 5 years of data (whole number only).
 - Safety projects that target micromobility and non-motorized users may include fatalities of people not in a vehicle within a ¼ mile buffer of the project location.
- Number of Incapacitating Injury Crashes in project area(s) (most recent 5 years of data; whole number).
- Number of Suspected Injury Crashes in project area(s) (most recent 5 years of data; whole number).
 - This field should only be completed if you do not have data on incapacitating injury crashes.

Please combine the totals for all project locations covered in the application.

¹ The data should correspond to the KABCO levels of K – Killed, and either A – Incapacitating OR U – Injured (Severity Unknown) as defined in the [Model Minimum Uniform Crash Criteria 4th Edition](#). Applicants that have insufficient data to determine a serious injury may use Injured Severity Unknown.

² The weighting will use the [Benefit Cost Analysis Guidance 2025 Update](#). One fatality equals 10.5 incapacitating injuries, or 58.8 injured severity unknowns.