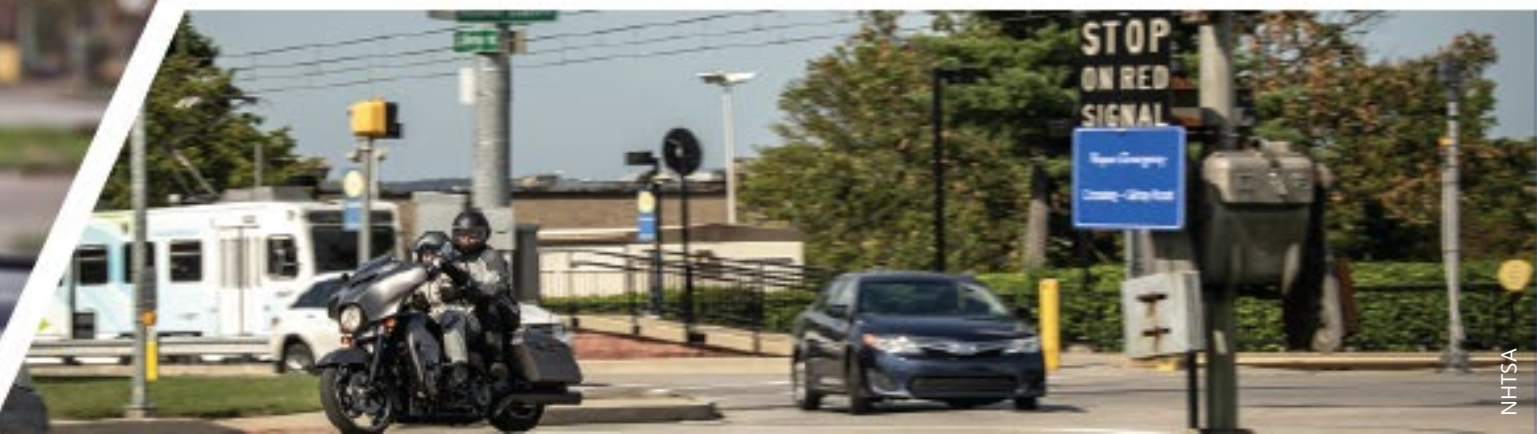




U.S. Department of Transportation

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



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

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
 - **Call:** 669-254-5252
 - **Webinar ID:** 161 906 3327
 - **Passcode:** 927608
- All participants automatically join on mute, with cameras off

Technical Support

- Email Webconference@dot.gov

Questions for Presenters

- Please type your questions in the Q&A box

More Information

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



SS4A Webinars

1 **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.
- Tuesday, April 15, 2025, 2:00 – 3:30 PM (Eastern Time)

2 **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, April 17, 2025, 12:30 – 2:00 PM (Eastern Time)

3 **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.
- Wednesday, April 23, 2025, 1:30 – 3:00 PM (Eastern Time)



Presenters



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



Carolyn Mulvihill
Office of the Secretary
U.S. Department of Transportation



Andrew Emanuele
Office of the Secretary
U.S. Department of Transportation

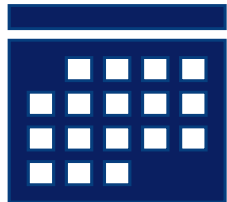


Are you in the right place?

- 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 FY25 NOFO Is Now Open



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



Submit technical questions by May 29, 2025, to ss4a@dot.gov



FY25 SS4A Application Deadline is June 26, 2025, 5:00 PM EDT

Additional resources about SS4A and the NOFO can be found at <https://www.transportation.gov/grants/SS4A>





SS4A Grant Program Overview

Safe Streets and Roads for All

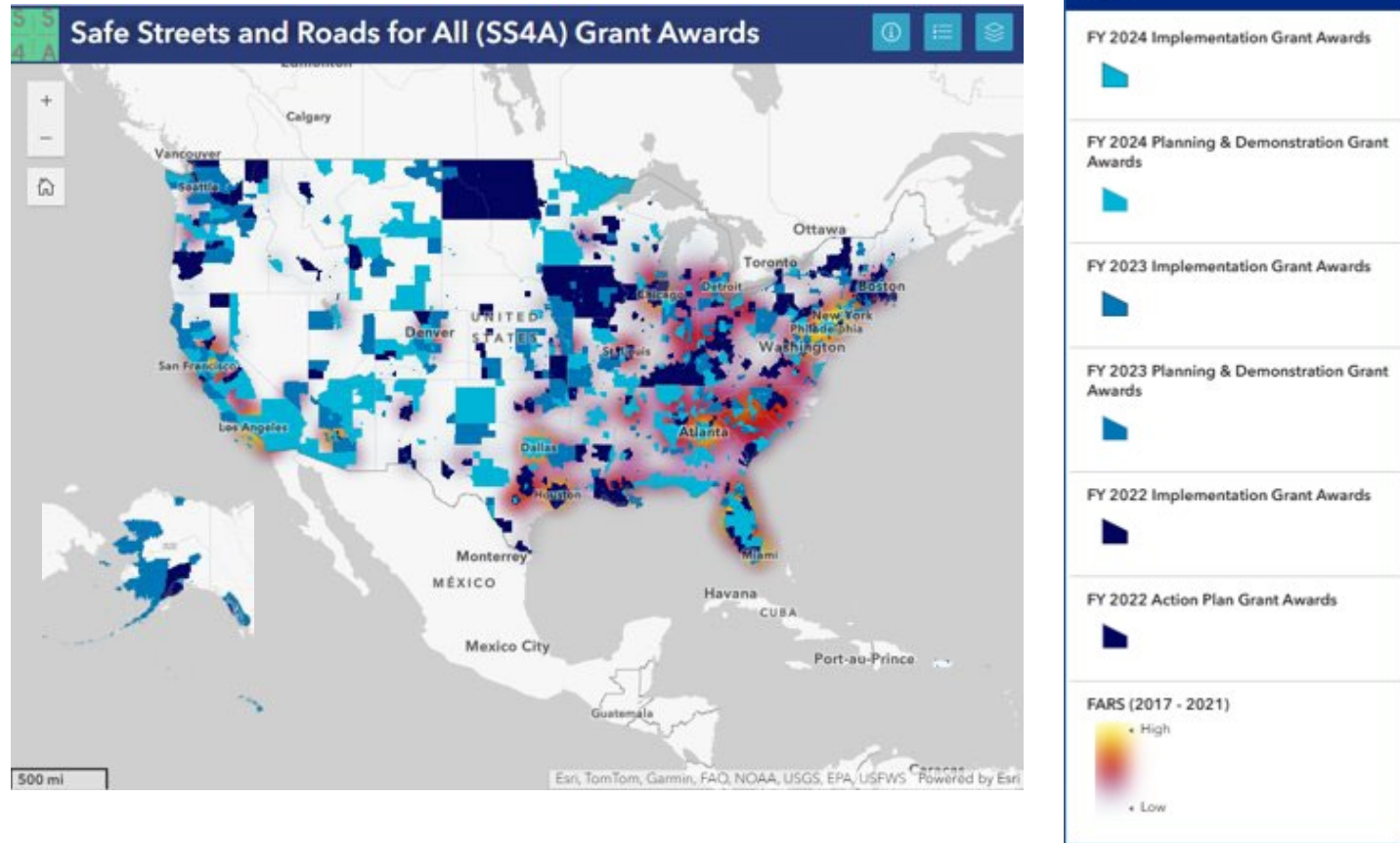
- \$5 billion competitive grant program, with ~\$1 billion per year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing projects and strategies identified in safety Action Plans
- Inclusive of all types of roadway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



Safe Streets and Roads for All Funding to Date

FY22 to FY24

- Over 1,800 awards made totaling \$3 billion
- SS4A awards will improve roadway safety planning for over 75% of the nation's population
- 900+ awards made to rural communities totaling over \$750 million



New in FY25



- One application deadline: June 26th, 2025, 5:00 PM EDT
- Underserved Communities will use the same definition as Areas of Persistent Poverty
- No more than 3 plans can be used to meet Action Plan requirements
- Streamlined Implementation Grant selection criteria: Safety Need, Safety Impact, and Engagement and Collaboration
- Map requirement
- New SS4A applicant resources



Expected Award Size and Requirements

Grant Type	Expected Grant Range*
Planning and Demonstration Grant	\$100K - \$5M
Implementation Grant	\$2.5M - \$25M

DOT expects to award between 40 to 70 Implementation Grants and between 400 to 700 Planning and Demonstration Grants.

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

Requirements

- 80% Federal | 20% local match
 - In-kind contributions can be used as match
- Set aside for planning and demonstration activities is ~\$302 million in FY25
 - 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
 - Tribal applications are not counted toward the State cap



Planning and Demonstration Set Aside Update

- **The legislative set-aside for planning activities has been reduced from 40% to 30% in FY25**
 - There will be \$302 million available for Planning and Demonstration Grant awards, plus any supplemental planning and demonstration activities bundled into Implementation Grant applications
 - Historically Planning and Demonstration activities have been undersubscribed; FY24 was the first year SS4A was oversubscribed for planning
- **What does this mean for SS4A?**
 - More funding available for Implementation Grants (\$680 million)
 - Applicants are still encouraged to bundle supplemental planning and demonstration activities into either grant type
 - If we are oversubscribed again for planning and demonstration, the program will look at applicants with High-rated planning and demonstration activities that also meet the Award Considerations and SS4A Grant Priorities outlined in the NOFO



Is SS4A for My Community?

- Will SS4A meet the safety needs of my community?
- How burdensome is the application process?
- What's the likelihood I'll get funded?
- I'm concerned about non-Federal matching fund requirements. What's the story?





Eligibility

- 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 implement a project that is located on a county-owned road).
- The applicant wishes to partner with an entity with more experience administering Federal grants.

[Learn more about 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.



Eligible Activities and 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)**

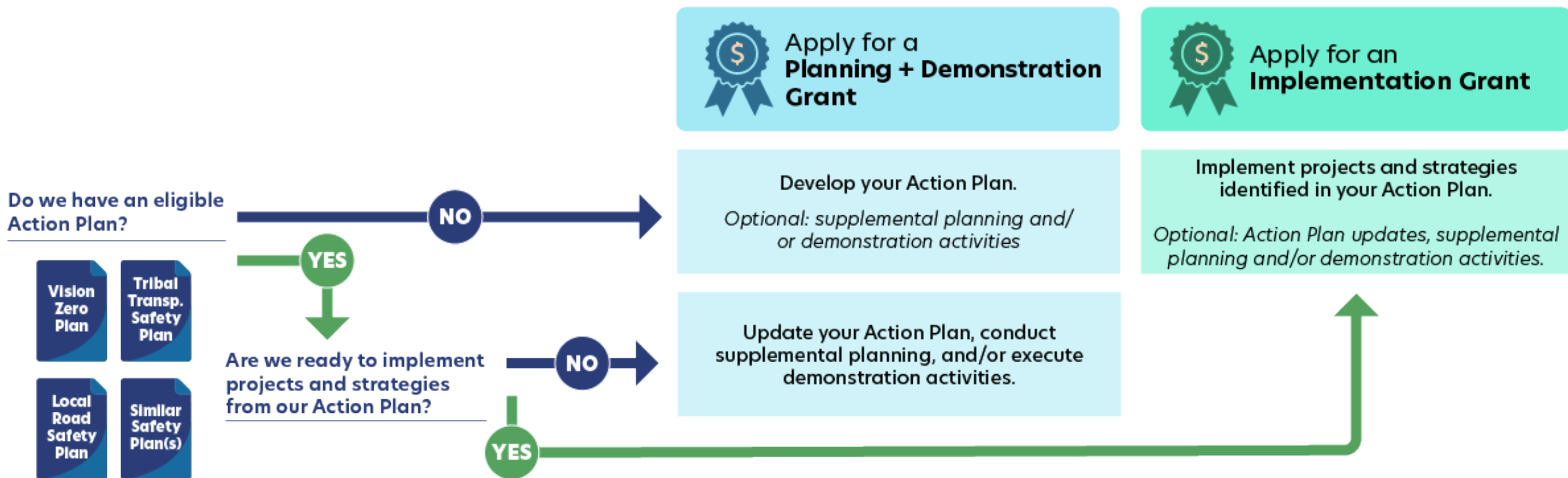
and *MAY*

- 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.](#)



Planning and Demonstration or Implementation Grant?



See the [Self-Certification Eligibility Worksheet](#) to determine if your plan is eligible!




Eligible Action Plans

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Safe Streets and Roads for All Action Plan Components


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: <https://www.transportation.gov/SS4A>



Leadership Commitment and Goal Setting


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.




Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.




Safety Analysis

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).



Engagement and Collaboration

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.



U.S. Department of Transportation

Still have questions? Visit the [SS4A website](https://www.transportation.gov/SS4A)
SS4A Action Plan Components | Page 1 of 2

[Read more about Action Plans.](#)

Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Policy and Process Changes

Strategy and Project Selections

Progress and Transparency



Self-Certification Eligibility

Potential Implementation Grant applicants may submit their Action Plans for a pre-application eligibility review by May 9th

Required:

- ✓ Roadway safety analysis with mapping
- ✓ A list of projects and strategies identified in the plan
- ✓ Publication or updates between 2020 and June 26, 2025

Plus at least 3 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
- Approach to updating existing plans, policies, guides
- Metrics to assess progress over time

SS4A

Safe Streets and Roads for All

4

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 [seven 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, 6, and 8 in this worksheet; and
- You can answer "YES" to at least three of the five remaining Questions, 1, 2, 4, 5, and 7.

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: UE:

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included.** 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,
OR
 - The Action Plan(s) does not include all road users.
- You can request supplemental planning funding for this!
- **Award considerations:**
 - Applicants which received SS4A funding in a previous round to develop or update an Action Plan.
 - Applicants with finalized Comprehensive Safety Action Plans that include all components in Table 1 of the NOFO.





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



Speed Management



Highway Safety



Transit Safety



Emergency Medical Service Interventions



Pedestrian Safety

Implementation Grant Activities: Bluefield, West Virginia (FY24)

Bluefield, West Virginia: \$25,547,532 Implementation

This project will convert **four key intersections to roundabouts**; install new multimodal accommodations and make safety improvements at 9 locations on the City's high injury network.

Activity C

Project includes:

- New roundabouts
- New sidewalks
- New crosswalks
- New & upgraded street lighting
- Traffic calming strategies
- Rectangular rapid-flashing beacons

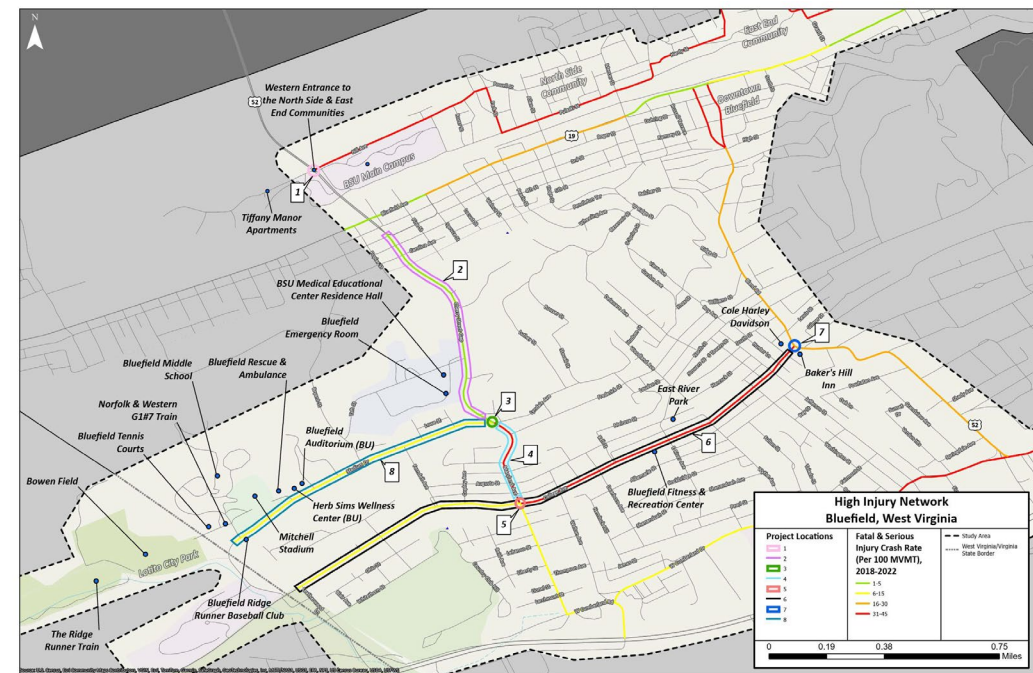


Image credit: City of Bluefield SS4A application



Implementation Grant Activities: City of Milwaukee, WI (FY24)

City of Milwaukee, Wisconsin: \$25,000,000 Implementation

This project will implement an array of safety treatments to **address reckless driving and elevated pedestrian/bicyclist crashes along a heavily used, two-mile corridor.**

Activity B

Activity C

Project includes planning, design, and construction of the Center Street Transformation Project:

- **Bus bulb-outs** and **curb extensions**
- **Reduced curb radii**
- **Narrower travel lanes**
- **Leading pedestrian intervals**
- **Raised intersections**
- **Speed limit reductions**

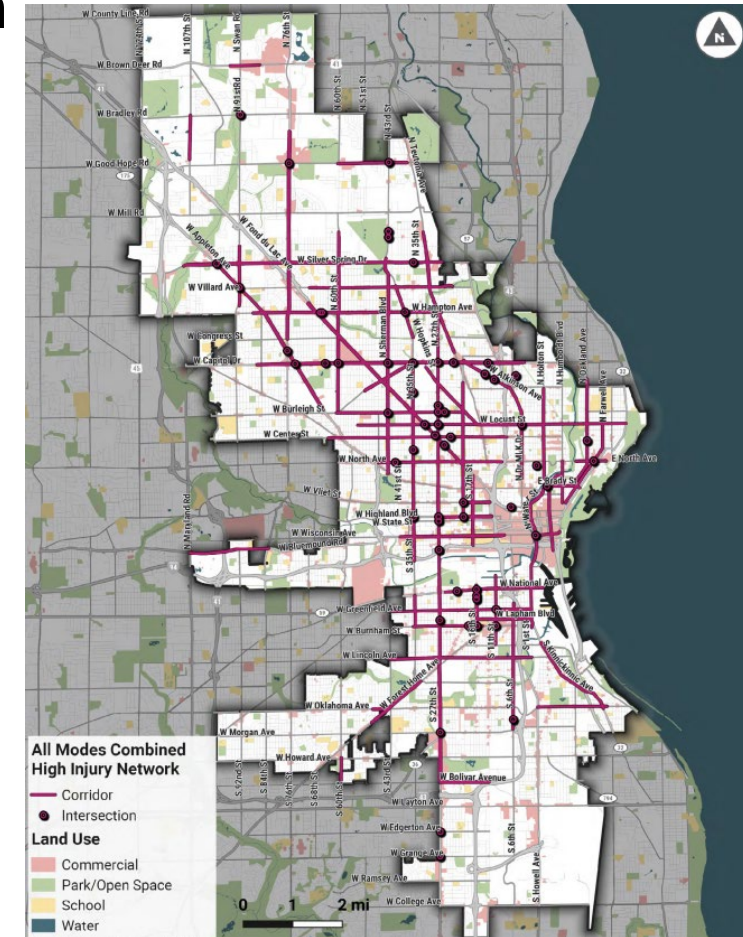


Image credit: City of Milwaukee SS4A application



Implementation Grant Activities: Southwest Minnesota EMS Corp (FY24)

Southwest Minnesota EMS Corp: \$9,997,062 Implementation

This project will implement a **regional tele-EMS system** to expedite access to definitive trauma care after an injury causing crash.

Activity C

- Supports volunteer EMS agencies across 18 counties; 54 agencies **receive access to Avel eCare services** to an area with no Level I or Level II Trauma Centers

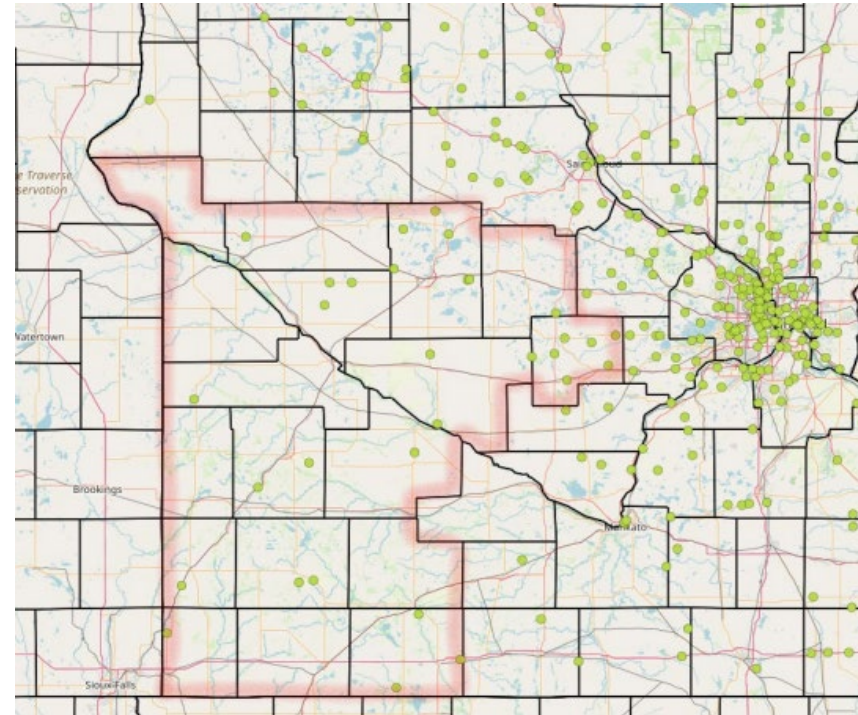


Image credit: Southwest Minnesota EMS Corp SS4A application





Image credit: Solomon Foundation

Demonstration Activities to inform an Action Plan

- Feasibility studies using quick-build strategies, low-cost, and temporary materials
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies
- Pilot programs for behavioral or operational activities that include at least one element of the Safe System Approach
- Pilot programs that demonstrate safety benefits of new technologies

[See Demonstration examples on the SS4A Webpage.](#)

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
- Implementing the Action Plan



Supplemental Planning Activities

Supplemental planning enhances an Action Plan and could include:

- Topical, complementary safety plans
- Road safety audits
- Consolidating Action Plans components into a single Comprehensive Safety Action Plan
- Additional safety analysis and data collection
- Progress reporting
- Stakeholder engagement and collaboration
- Updating existing Action Plans

[*See Supplemental Planning examples on the SS4A webpage.*](#)



Image Credit: FHWA, 2022



Supplemental Action Plan Activities vs. Project-Level Planning

Supplemental Planning in support of an Action Plan (A1)

- Expanded analysis and/or data collection;
- Follow-up stakeholder engagement and collaboration;
- Action Plan progress report development;
- Complementary planning efforts such as speed management plans, accessibility and transition 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;
- Developing advertising documents

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



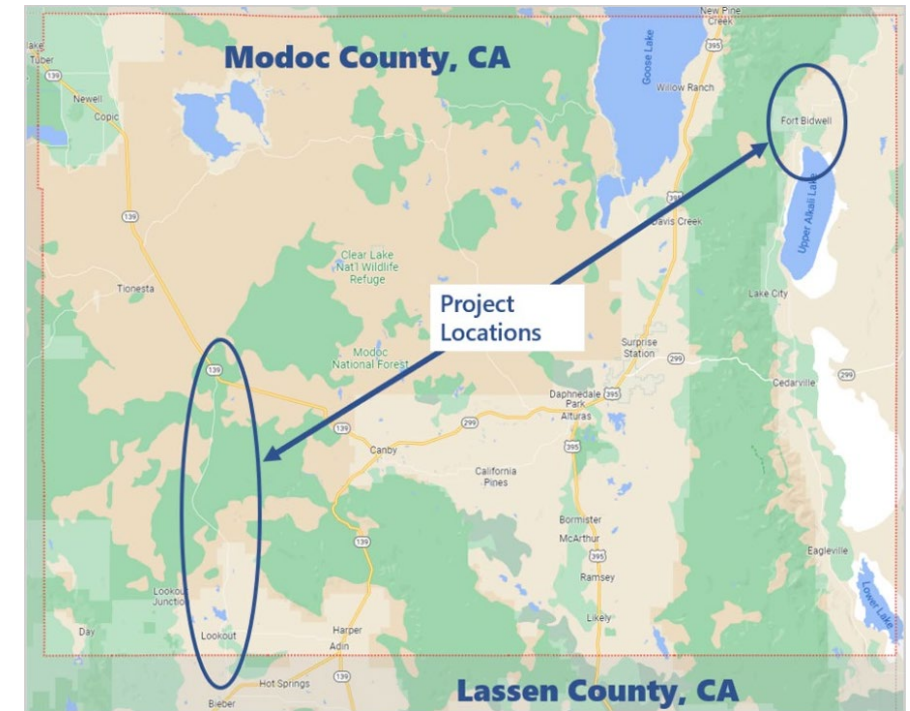
Implementation Grant AND Supplemental Planning Activities: Modoc County, CA (FY22)

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:

- Implement **speed control**, and **infrastructure features for persons with disabilities**, and pedestrian **crosswalks**.
- 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 AND Supplemental Planning Activities: Little Rock, AR (FY24)

Little Rock, Arkansas: \$25,000,000 Implementation

This project will make improvements to five major corridors for implementation and one major corridor for supplemental planning along its high-injury network.

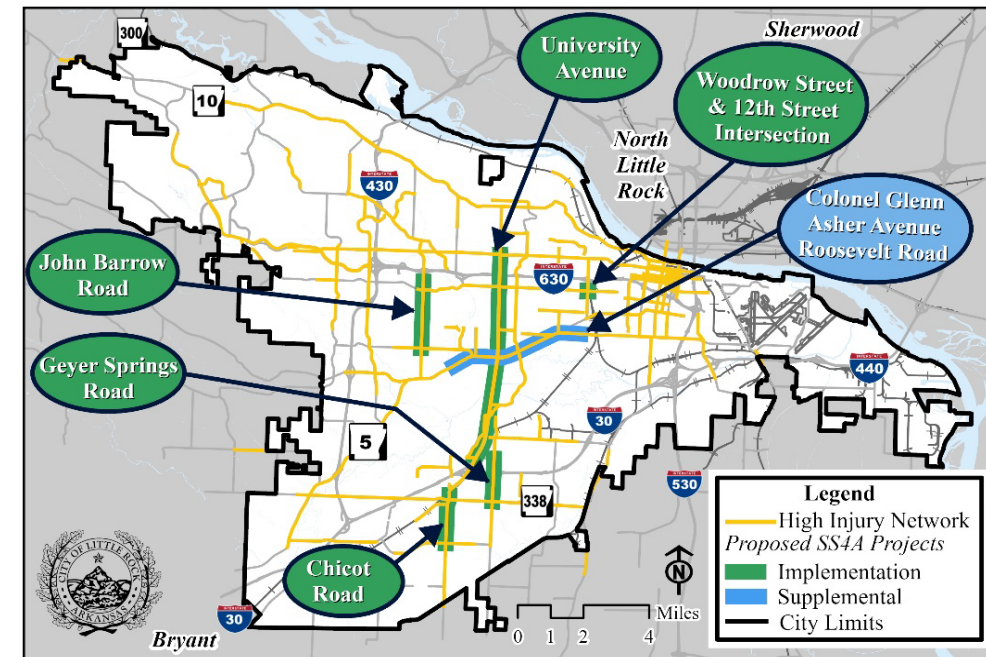
Project Highlights:

Activity C

- Implement **speed control**, corridor **access management**, **roundabouts**, **roadway reconfiguration**, and pedestrian **crosswalks**.

Activity A

- Conducting a planning study along one high-injury network segment and four high-injury intersections that scored in the top 10 segments and top 20 intersections in the region.



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.





How to Apply

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: **June 26th, 2025**
- Applicants are strongly encouraged to submit in advance of the deadline.
- The primary contact will receive a confirmation email after submission.



Sign Up for Valid Eval

Valid Eval Who We Serve What We Do Why Us? About Contact ? Log In

Overview

Instructions & Resources >>

Application

- ☐ Contact Info
- ☐ Team Members
- ☐ Details
- ☐ Categories
- ☐ Uploads

Start Application

Progress

Submit Application

✓ The application form closes on 06/26/2025 at 05:00 PM EDT (21:00 GMT)

Instructions & Resources

Implementation Grant Application (CFDA #20.939)

Sign up ✕

NASA Launchpad Sign Up

or

Email Address

Continue

Already have a Valid Eval account? [Login](#)

by 5:00 pm EDT.

deadline. Late applications will not be considered

proposal submission system (Valid Eval), and

describing the technical issue no later than 1:00

2025 application for a an Implementation Grant.

please

ning_demo/signup

resources available at:

Instructions on how to prepare your proposal, is

located at the bottom of this page. Additional templates and resources are also available there and on the

SS4A program website: <https://www.transportation.gov/grants/SS4A>

Contact Information

SS4A Program Website: <https://www.transportation.gov/grants/SS4A>

SS4A Email: ss4a@dot.gov

Valid Eval Support email: support@valideval.com or click on the help button at the top of this page



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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Safe Streets and Roads for All
Planning and Development

SS4A Applications to Develop or Update an Action Plan

- ☐ Check the status of your Unique Entity ID (UEI); it should be listed as "active" on [sam.gov](#) if you do not already have one. Note that it can take up to 30 days to receive a UEI.
- ☐ Sign up for an account using the [Valid Eval Planning and Demonstration Worksheet](#).
- ☐ Gather key application data for the **applicant jurisdiction(s)**, including:
 - The total 2020 Census **population** for the applicant jurisdiction(s).
 - The total count of **motor vehicle-involved roadway fatalities** from 2018-2022 in the applicant jurisdiction(s).
 - 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) from 2018-2022 in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to calculate.
 - Identify any **Underserved Communities** in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify.
- ☐ Complete the following **Standard Forms** (download forms within the 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 guidance on how to complete required SF forms
- ☐ Write an **application narrative** no longer than 2 pages if your Federal funding request is less than \$1,000,000. If you are requesting \$1,000,000 or more in Federal funding, the narrative must be no longer than 3 pages. The narrative must respond to the Additional Safety Section G.1.i.c in the [NOFO](#) and meet the other requirements described in the NOFO.
- ☐ Create a **map** that shows the location of the applicant jurisdiction(s). Upload the file in PDF format to your application in Valid Eval.

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Safe Streets and Roads for All
Implementation Grant Application Checklist

- ☐ **Optional:** Consider submitting your Action Plan(s) for a pre-application eligibility review by the SS4A Team by 5:00 PM ET on May 9, 2025, by emailing [SS4A@dot.gov](#) with the subject line "Implementation Grant Eligibility Review: Applicant Name, State" and attaching a completed [Self-Certification Eligibility Worksheet](#) and any relevant links/attachments to your Action Plan(s).
- ☐ Check the status of your Unique Entity ID (UEI); it should be listed as "active" on [sam.gov](#). Register for a UEI on [sam.gov](#) if you do not already have one. Note that it can take up to 30 days to receive a UEI.
- ☐ 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** for the applicant jurisdiction(s).
 - The total count of **motor-vehicle involved roadway fatalities** from 2018-2022 in the applicant jurisdiction(s).
 - 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) from 2018-2022 in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to calculate.
 - Identify any **Underserved Communities** in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify.
- ☐ Gather key application data for the proposed **project area(s)**, including:
 - The total number of **fatalities, serious injury crashes, and suspected injury crashes** (if serious injury crash data is not available) between 2018 and 2022. You may use a data source other than FARS.
 - Review the [SS4A Fact Sheet](#) for information on how to determine and report this data.
 - Identify any **Underserved Communities** in the project area(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify.
- ☐ Complete the following **Standard Forms** (download forms within the Valid Eval Application):
 - SF-424: Application for Federal Assistance
 - SF-424C: Budget Information for Construction Programs
 - SF-424D: Assurances for Construction Programs
 - SF-LLL: Disclosure of Lobbying Activities
 - Review the [SS4A Fact Sheet](#) for guidance on how to complete required SF forms



- Application for Federal Assistance (SF-424)
- Budget Information for Construction Programs (SF-424C)
- Assurances for Construction Programs (SF-424D)
- Disclosure of Lobbying Activities (SF-LLL)

NOTES:

- *Downloading the blank SF forms from Valid Eval will help ensure that you have the **correct version** and that you can **sign digitally** (particularly for the SF-424)*
- *Make sure that the request amounts on the SF-424, SF-424C, and other application materials are the same!*



How to Complete Standard Forms

Standard Forms (SF) “How To” Guide for SS4A

- Intended to assist applicants with step-by-step guidance on how to complete the required Standard Forms

[Standard Forms “How To” Guide for SS4A](#)

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Safe Streets and Roads for All
Standard Form Guidance

Recommendations to Complete Form Fields for SF-424 General

View Burden Statement		Please ensure this form is the most current version. Up to date forms can be found on the SS4A website.
Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="radio"/> Preapplication <input checked="" type="radio"/> Application <input type="radio"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="radio"/> New <input type="radio"/> Continuation <input type="radio"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
* 3. Date Received: <input type="text"/> Date of application submission	4. Applicant Identifier: <input type="text"/> Leave Blank	
5a. Federal Entity Identifier: <input type="text"/> Leave Blank		5b. Federal Award Identifier: <input type="text"/> Leave Blank
State Use Only:		
6. Date Received by State: <input type="text"/> Leave Blank	7. State Application Identifier: <input type="text"/> Leave Blank	

- **1: Type of Submission:** Select “Application”
- **2: Type of Application:** Select “New”
- **3: Date Received:** Enter date of application Submission
- **4: Applicant Identifier:** Leave blank
- **5a through 7:** Leave blank



Key Information Questions

- Lead applicant name and UEI
- Total applicant jurisdiction population
- Total count roadway fatalities 2018-2022
- Total average annual fatality rate per 100,000 population
- Inclusion of underserved communities in jurisdiction(s) and project area(s)
- Project area fatalities 2018-2022
- Project area serious injuries 2018-2022
- Project title and goal
 - Total SS4A funding request, non-Federal share, total SS4A project cost, and total other Federal funds (if applicable)
 - See Section F – Submission Requirements and Deadline – of the NOFO for a complete list



Calculating Key Application Data

Fatality Count



Total count motor vehicle-involved roadway fatalities from 2018 to 2022

*Example: **217 fatalities***

5-Year Average Fatality Rate (Per 100,000 Persons)



Total count motor vehicle-involved roadway fatalities from 2018 to 2022

÷

5

÷



Total jurisdiction population

× 100,000 Persons

Example: 217 fatalities ÷ 5 years = 43.4 avg fatalities
43.4 avg fatalities ÷ 1,255,296 population = 0.0000346
0.0000346 per capita × 100,000 =
3.46 fatalities per 100,000 persons

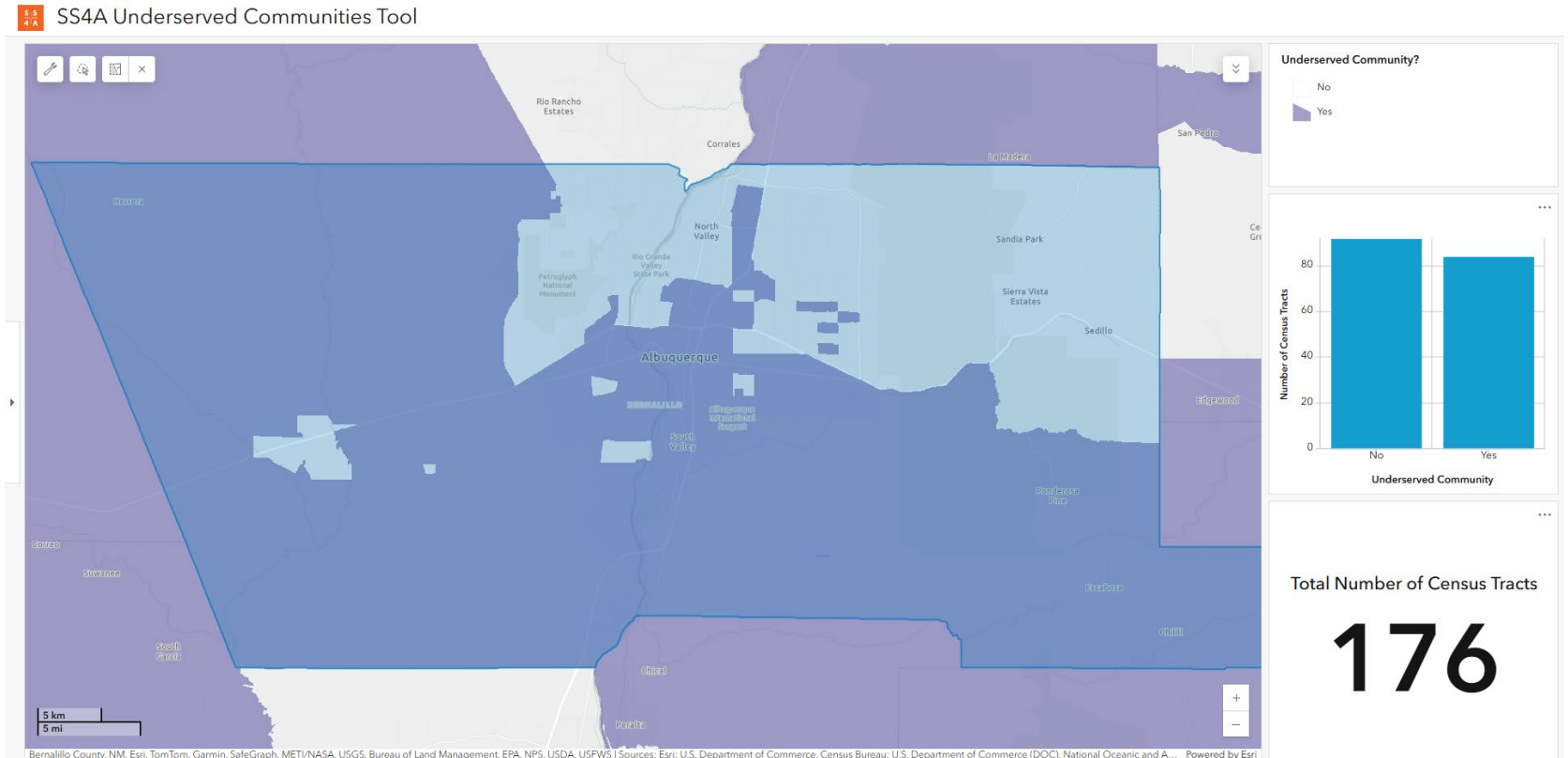
See the [“Calculating Average Annual Fatality Rate” SS4A Fact Sheet](#) for more information

See the [“IG Project Area Crash Data” Fact Sheet](#) for more information on obtaining project-level data



Population in Underserved Communities

- Use the DOT Underserved Communities Tool to identify whether your jurisdiction(s) are **entirely, partially, or not included within an underserved community**.
- When you visit the Tool, there are a couple of ways to find your jurisdiction:
 - Zoom and pan on the map.
 - Enter a location or address.
- Underserved communities are indicated in purple on the map. A visual assessment is generally appropriate to determine whether your jurisdiction(s) contain any underserved areas.



[SS4A Underserved Communities Tool](#)



Narrative for Implementation Grants

- 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.
 - The Self-Certification Eligibility Worksheet, Budget, and appendices do not count towards the page limit.
 - See Section F.3.iii.c for additional narrative style guidelines.
- Narratives should respond to the **Implementation Grant** selection criterion outlined in NOFO Section G.1.ii
 - Applicants are not required to follow a specific narrative format, but the structure should clearly identify the narrative associated with each selection criterion.
 - The Department recommends the narrative follow the outline below:
 - Overview
 - Location
 - Response to Selection Criteria
 - Project Readiness



Self-Certification Eligibility Worksheet

SS

4A

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 [seven 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, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

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. **Up to three plans or documents may be included.** 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

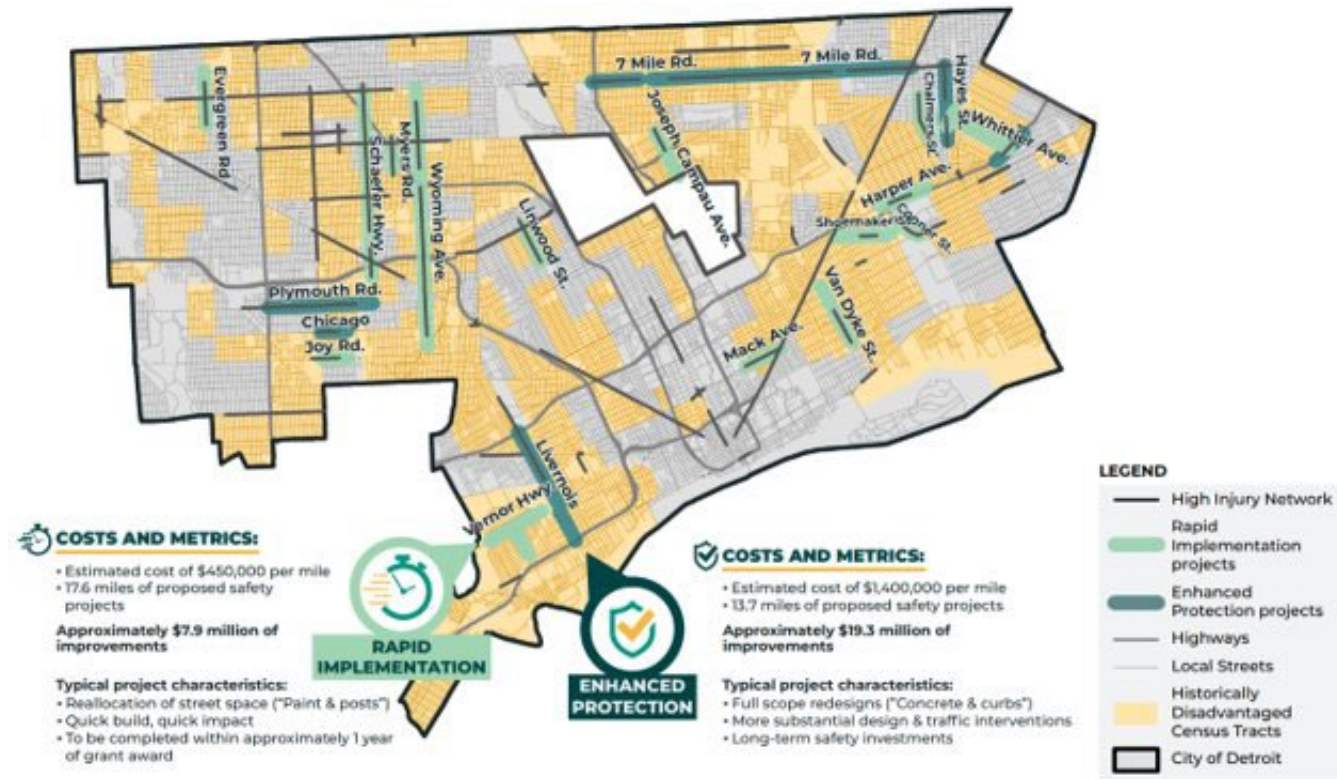
- Implementation Grant applicants must have a finalized **eligible Action Plan** by June 26, 2025.
- Eligible Action Plans **MUST** be able to respond “yes” to questions #3, 6, and 8 in the Self-Certification Eligibility Worksheet:
- Safety Analysis (#3)
 - Strategy and Project Selections (#6)
 - Plan was finalized and/or last updated between 2020 and June 26, 2025 (#8)
- AND at least 3 of the 5 remaining questions:
- Leadership commitment and goal setting (#1)
 - Planning Structure (#2)
 - Engagement and collaboration (#4)
 - Policy and process changes (#5)
 - Progress and transparency (#7)

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.
- Submit the map in:
 - PDF file; **and**
 - Spatial format (e.g., Shapefile, .KML)



Example: Detroit, MI FY22 Implementation Grant Map



[See the "Preparing your Spatial Data File" application aid for assistance.](#)

Location and Map(s) Contd.

- Why this data is important
 - Program Evaluation
 - Communicating reach & impact of program
- How the data gets used
 - Check & validate application information
 - Tracking safety trends over time
 - Where the funding is going
 - What populations are benefiting
- Pro tip:
 - For applications with multiple project corridors, we recommend including a table of the segments in your application. Intersection # should match those listed on the map.

Project Corridors		
On	From	To
Main St	Franklin Ave	Cherry Ave
30th Ave	Steinway St	48th St
Broad St	South St	Pine St

Project Intersections		
Intersection #	Street 1	Street 2
1	Colden St	Franklin Ave
2	E York St	Gaul St
3	S 6th St	Walnut St

[See the "Preparing your Spatial Data File" application aid for assistance.](#)



Required Budget Documents

- **SF-424**
 - Distinguish between Federal and Non-Federal share in section 18
- **SF-424C** Budget Information for Construction Activities
 - Distinguish between Federal and Non-Federal share
- **Supplemental Estimated Budget** to distinguish costs by eligible activity areas – A, B, and C – and itemize major expenses
 - Budget Template Excel file provided in Valid Eval
- **Valid Eval**
 - Provide cost breakdown by Federal, non-Federal match, Total project cost, and Other Federal funds (if applicable)

Itemized Estimated Costs of the (C) Proposed Projects and Strategies				
Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Implementation - Location or Project #1	\$ -	\$ -	\$ -	\$ -
Individual Component for Location or Project #1	\$ -	\$ -	\$ -	\$ -
Individual Component for Location or Project #1	\$ -	\$ -	\$ -	\$ -
Individual Component for Location or Project #1	\$ -	\$ -	\$ -	\$ -
Implementation - Location or Project #2	\$ -	\$ -	\$ -	\$ -
Individual Component for Location or Project #2	\$ -	\$ -	\$ -	\$ -
Individual Component for Location or Project #2	\$ -	\$ -	\$ -	\$ -
Individual Component for Location or Project #2	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for (C) Carrying Out Projects and Strategies	\$ -	\$ -	\$ -	\$ -
Total Budget for Activities (A), (B), and (C)	\$ -	\$ -	\$ -	\$ -

[Implementation Grant Supplemental Budget Template](#)

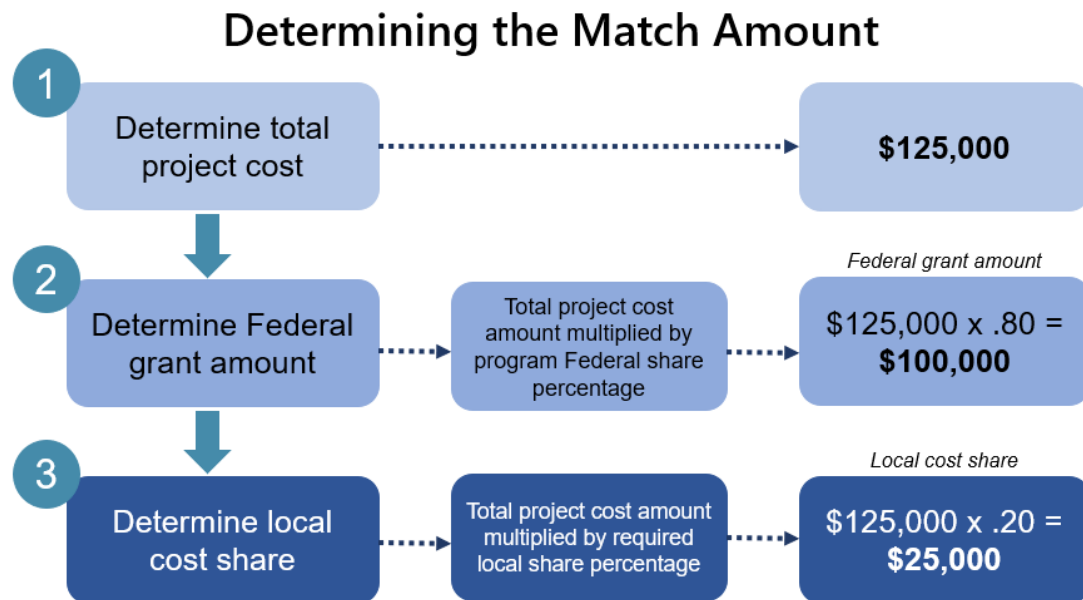


Budget – Administration and Requirements

- Please account for the administration of a grant agreement, policy provisions, and reporting requirements:
 - 2 CFR Part 200
 - Civil Rights and Title VI
 - National Environmental Policy Act of 1969 (NEPA)
 - Domestic Preference Requirements
 - Labor and Workforce
 - Critical Infrastructure Security and Resilience
 - Other Administrative and Policy Requirements
 - Progress reporting on grant activities
 - Data submissions on program outputs and outcomes



Agreement Funding: 20% Cost Share and Match Reminders



- Recipients must contribute a non-Federal matching share of **no less than 20 percent of TOTAL eligible activity costs**.
- Grant agreements are expected to be administered on a reimbursement basis, and recipients will be reimbursed for up to 80% of their eligible expenses.
- Tribal Transportation Program and Tribal Transportation Program Safety Funds may be used as non-Federal match.
- SS4A will waive up to \$200,000 in local match requirements for eligible applicants located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands; there are no other match waivers for the program.
- Local match may only be used once and may not be used as match for multiple Federal awards.



Agreement Funding: 20% Cost Share and Match Reminders (Contd.)

- Unless authorized in statute, Federal funds cannot be used toward a recipient's local match requirement.
- Funds from other entities such as partners may count towards the match as long as they are non-Federal funds.
- In-kind contributions such as staff time, purchased goods/services, and other direct expenses can be used toward the local match requirement.
- Indirect rate is allowable
- 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.**

Learn more about DOT's [Matching Funds for SS4A Grants](#) and [Understanding Non-Federal Match Requirements](#) pages.





Implementation Grant Review and Award Selection Process

Implementation Grant Selection Criteria and Considerations

- **Three selection criteria:**
 - Safety Need
 - Safety Impact
 - Engagement and Collaboration
- **One optional selection criterion:**
 - Supplemental Planning and Demonstration Activities (only if included in the application)
- Additional Consideration: Project readiness rating
- Award considerations:
 - Received SS4A funds to develop/update an Action Plan
 - % of funds spent in underserved communities
 - Rural areas
 - Enhance the geographic diversity of Implementation Grant recipients
 - Principles from DOT Order, Ensuring Reliance Upon Sound Economic Analysis in DOT Policies, Programs and Activities
 - Infrastructure reducing lane capacity for vehicles viewed less favorably
 - Federal funding requests < \$10 million
 - Action Plans with all 8 components
 - High ratio of Killed and Serious Injuries per \$1 million in Federal funding requested

Safety Need

Safety Impact

Engagement and Collaboration

Optional: Supplemental Planning
and Demonstration Activities

Project Readiness Rating

Award Considerations



Selection Criterion #1: Safety Need

- DOT will assess whether the applicant has demonstrated the safety need in the community based on the extent to which:
 - The safety problem to be addressed is described, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user.
 - Crashes and/or crash risk are displayed in a high-injury network or similar geospatial risk visualization.
 - Safety risk is summarized from risk models, hazard analysis, the identification of high-risk roadway features, road safety audits/assessments, near miss data, and/or other proactive safety analyses.



Safety Need

- Demonstrates the project is addressing a substantial safety problem
- The narrative is well-articulated and strongly supported by data and analysis
- The narrative links the specific safety problem to relevant historical data at the proposed project locations
- Identifies whether locations are on the High-Injury Network or equivalent



Selection Criterion #2: Safety Impact

- 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 impact assessment, and implementation costs as part of the Safety Impact criterion.
- See Section G: Application Review Information of the NOFO for additional details on how the Safety Impact section will be rated.



Safety Impact Rating Methodology

Safety Impact

- Projects and strategies comprehensively address identified safety issues.
- The projects and strategies proposed are:
 - Highly effective;
 - Based on evidence;
 - Use a systemic approach;
 - Mostly based on a high injury network; and
 - Have benefits that persist over time
- Projects and strategies address locations that have many historical fatalities and serious injuries, and the supporting data are clearly relevant to the crash location and type.

Implementation Costs

- Costs for implementation of projects and strategies are clearly articulated, well-summarized and reasonable.
- The projects and strategies are expected to prevent a significant number of fatalities and serious injuries per funds requested.
- Are itemized and summarized in a logical manner, including capital costs for infrastructure, behavioral, and operational safety improvements.



Selection Criterion #3: Engagement & Collaboration

- DOT will assess the extent to which projects and strategies:
 - Ensure investment in preventing roadway fatalities and serious injuries in underserved communities including rural communities.
 - Include demographic analysis, both quantitative and qualitative, and stakeholder engagement as part of the development and implementation process.
 - Included or will include meaningful engagement with the public during all phases of the project such as planning, design, construction, and implementation.
 - Leverage partnerships to achieve safety benefits and avoid negative consequences.



Implementation Grant Application Ratings

- Applicants will receive a rating of High, Medium, Low, or Non-Responsive for each of the three required Implementation Grant selection criteria.
- Together, these selection criteria ratings add up to an overall application rating of:
 - Highly Recommended;
 - Recommended;
 - Acceptable; or
 - Not Recommended
- What *does not* affect the overall application rating:
 - Project readiness rating
 - Supplemental Planning and Demonstration Activities selection criterion
 - Award considerations



Selection Criterion #4: 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 full scope of work within 5 years. Two possible ratings:
 - Likely
 - Unlikely
- DOT will evaluate the extent to which application narratives:
 - Document all applicable local, State, and Federal requirements
 - Includes an activity schedule that identifies major project and strategy milestones, required permits and approvals, NEPA status, STIP/TIP status (if applicable), public involvement, right-of-way acquisition plans, utility relocation, etc. See Section G.1.ii.e of the NOFO for a complete list.
- 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

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.
- Including 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 a finalized eligible Action Plan to apply for an Implementation grant.
- Applicants may pre-submit Action Plans and Self-Certification Eligibility Worksheet for review by **May 9, 2025, at 5:00 PM ET.**
- DOT encourages bundling supplemental planning and demonstration activities in Implementation Grants.
- **The application deadline is June 26, 2025, at 5:00 PM ET. Late applications will not be accepted.**





Q&A