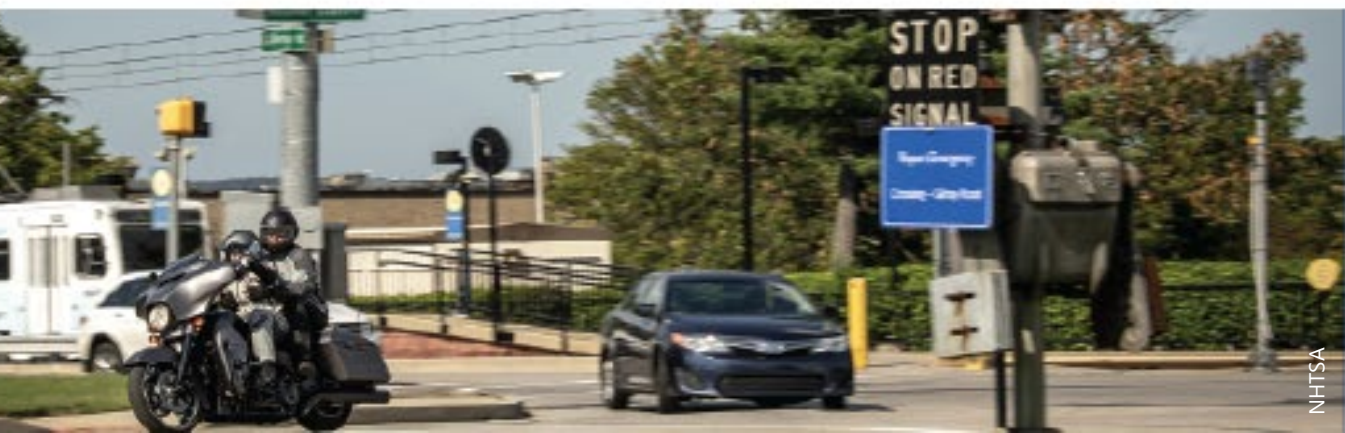




U.S. Department of Transportation

How to Apply for Safe Streets and Roads for All (SS4A): Action Plans



NHTSA

© romaset - stock.adobe.com

© ambrozinio - stock.adobe.com

NHTSA

Welcome to: How to Apply for Safe Streets and Roads for All (SS4A): Action Plans

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
 - **Call: 669-254-5252**
 - **Webinar ID: 161 401 5628**
 - **Passcode: 876007**
- 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 will be available on the [SS4A Webinars](#) page



Agenda

- Introductions/Logistics
- SS4A Grant Program Overview
- Eligibility
- Comprehensive Safety Action Plan Components
- How to Apply
- Merit Review and Award Selection
- Q and A



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 7, 2026, 1:30 – 3:00 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 9, 2026, 1:30 – 3:00 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.
- Tuesday, April 14, 2026, 1:30 – 3:00 PM (Eastern Time)



Presenters



Christie Dawson
Federal Highway
Administration
Office of Safety



Andrew Emanuele
Office of the
Secretary



Terra Reed
Volpe National
Transportation
Systems Center

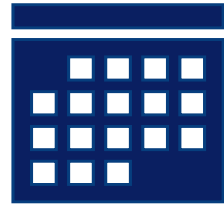


Are you in the right place?

- 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:
 - Want to address roadway safety in your community
 - **Do not** have an eligible action plan in place and/or are not ready to implement projects and strategies
 - Think you will be applying for a Planning and Demonstration Grant to **develop a Comprehensive Safety Action Plan**



SS4A FY26 NOFO Is Now Open



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



Submit technical questions by April 24,
2026, to ss4a@dot.gov



**FY26 SS4A Application Deadline is
May 26, 2026, 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

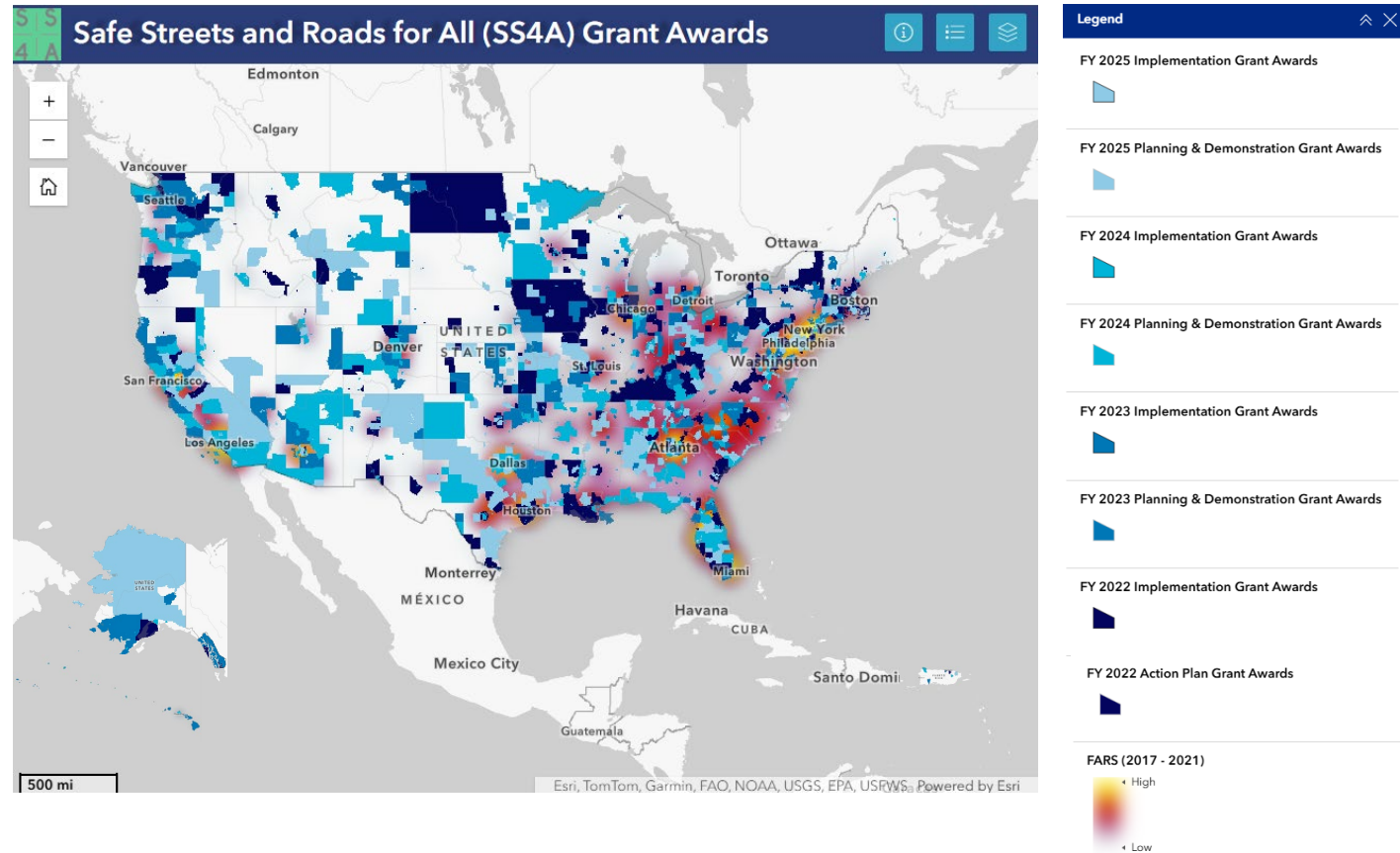
- \$5 billion competitive grant program, with ~\$1 billion per year over 5 years
- Purpose: to prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning and implementing projects and strategies identified in safety Action Plans
- Inclusive of all types of roadway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



Safe Streets and Roads for All Funding to Date

FY22 to FY25

- Over 2,300 awards made totaling \$4 billion
- SS4A awards will improve roadway safety for over 82% of the nation's population
- 1,100+ awards made to rural communities totaling over \$1 billion



New in FY26



- 60-day application window
- Priority on Public Safety Infrastructure
- New Executive Orders and DOT Orders highlighted
- Changes to Senior Review Team considerations
- Updates to Project Readiness considerations
- Clearer information on how applications will be assessed
- FY26 Projects of Merit (Highly Recommended) not awarded will receive consideration for future SS4A NOFO



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 (\$305 million)
 - 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 2026**
 - \$305 million available for Planning and Demonstration Grant awards, including planning and demonstration activities bundled into Implementation Grant applications
 - Planning and Demonstration activities were oversubscribed in FY24 and FY25, after undersubscription in previous years
- **What does this mean for SS4A?**
 - More funding available for Implementation Grants (\$687 million)
 - If Planning and Demonstration is oversubscribed, Implementation Grants with highly rated planning and demonstration activities can receive priority consideration





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 Planning and Demonstration Grant applications may be beneficial if:

- Multiple entities in your region (e.g., a City and the County) want to apply for an SS4A grant to develop a new Action Plan; combining forces and submitting one application to develop an Action Plan for the entire region is encouraged
- You want to partner with an entity with more experience administering Federal grants

[Learn more about applicant eligibility.](#)



Eligible Activities and Grant Types

Activity Categories

(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

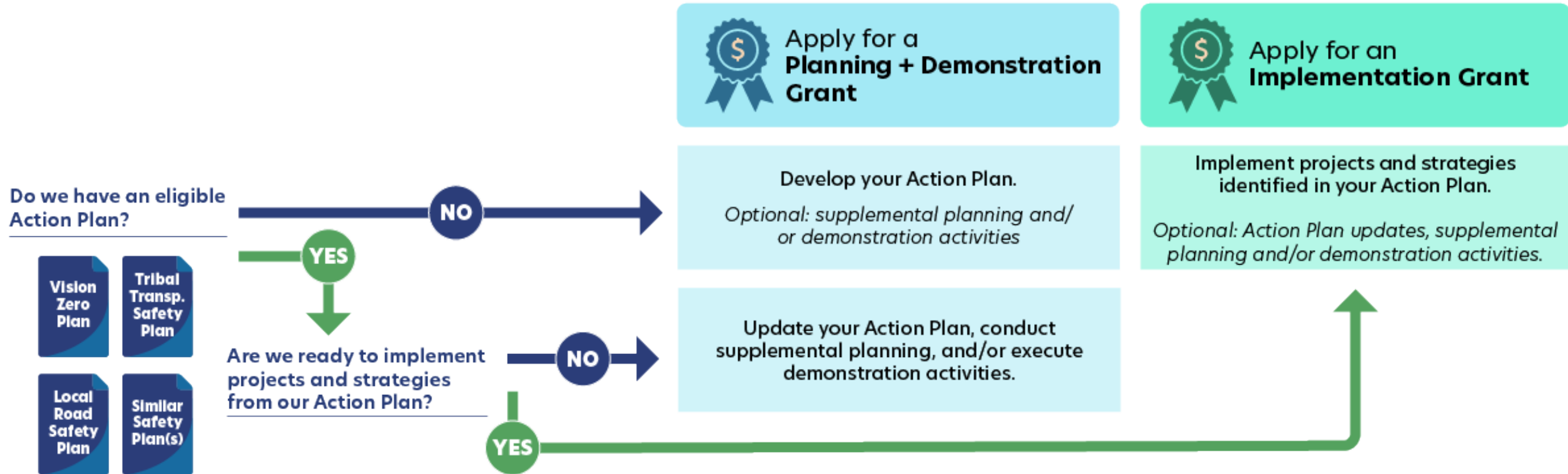
MUST

- 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!





Comprehensive Safety Action Plan Components

Planning and Demonstration Grants

Action Plan

- Develop or complete a Comprehensive Safety Action Plan
- 7 components to an Action Plan

Supplemental Planning Activities to enhance an Action Plan

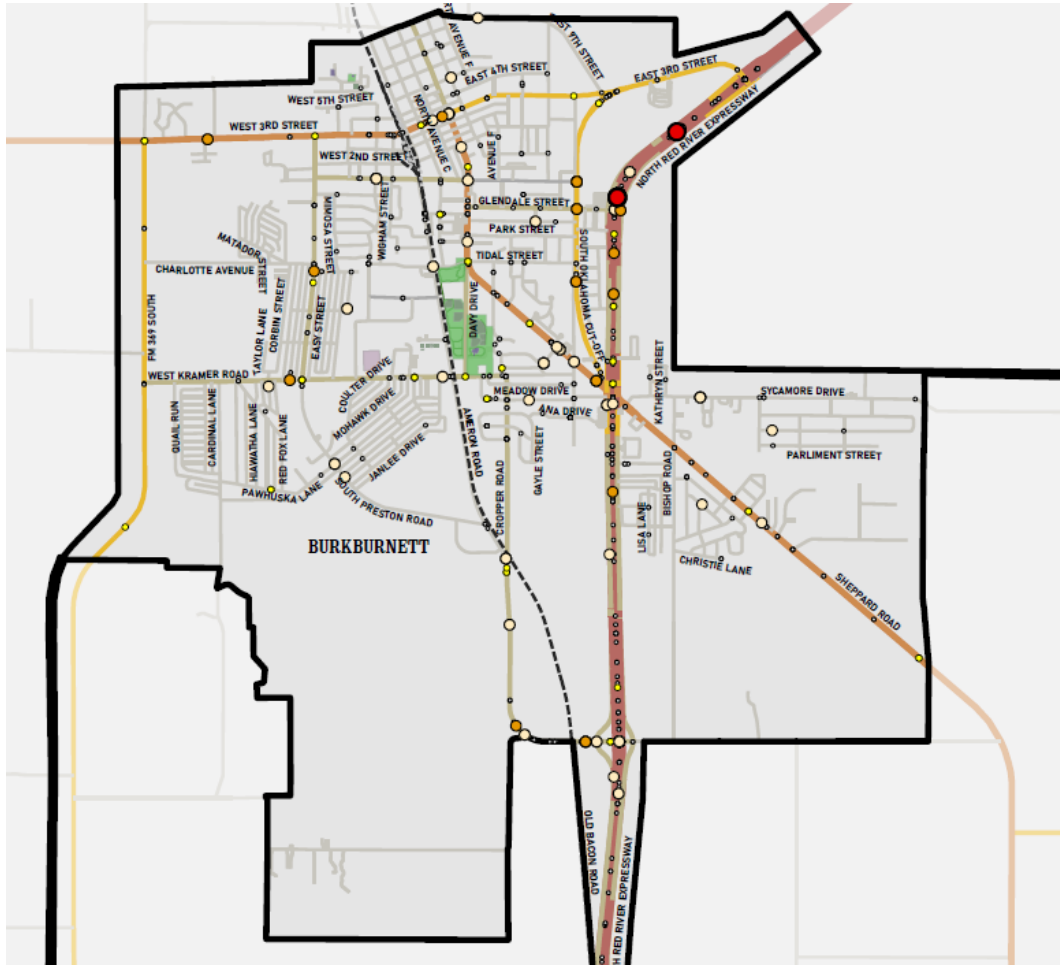
- Topical safety plans
- Road safety audits
- Additional safety analysis and data collection
- Follow-up stakeholder engagement

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



Example Application City of Burkburnett, Texas (FY25)



Project Cost: \$160,000

This award will be used by City of Burkburnett to **develop a citywide Safety Action Plan** that analyzes crash patterns, evaluates corridors and intersections, and identifies prioritized Proven Safety Countermeasures and project pipelines.

City of Burkburnett Overview:

- 10,939 total jurisdiction population
- 2 roadway fatalities between 2018-2022
- Fatality rate of 3.66 per 100,000 population
- Jurisdiction does not contain underserved Census tracts
- Rural community
- No prior SS4A funding



Example Application

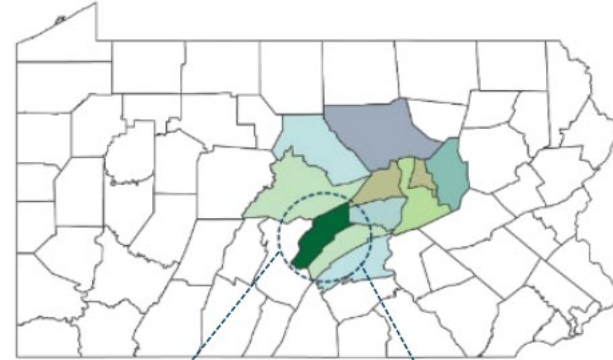
Mifflin County, Pennsylvania (FY24)

Project Cost: \$356,458

The award will be used by Mifflin County to develop a **Comprehensive Safety Action Plan** in their community.

Mifflin County overview:

- 46,143 total jurisdiction population
- 32 traffic fatalities from 2018-2022
- Fatality rate of 13.90 per 100,000 population
- Jurisdiction includes underserved Census tracts



SS4A Required Action Plan Components

S | S
4 | A

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

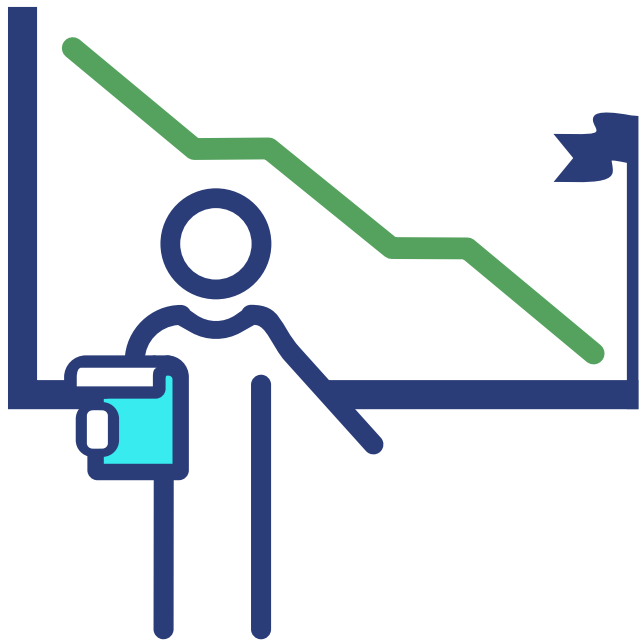
Engagement and Collaboration

Policy and Process Changes

Strategy and Project Selections

Progress and Transparency





- Public commitment from a high-ranking official and/or governing body in the jurisdiction to an **eventual goal of zero roadway fatalities and serious injuries.**
- Commitment includes *either*:
 - **Target date to reach zero**
 - **A percentage reduction** in roadway fatalities and serious injuries by a specific date

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

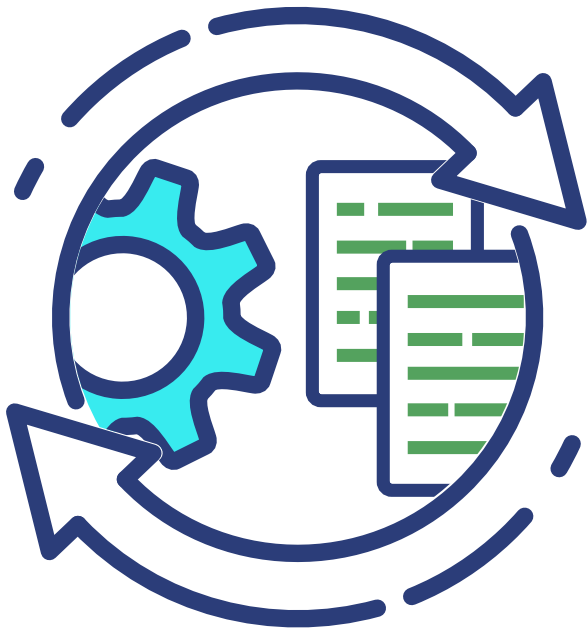




- Analysis of **existing conditions and historical trends** to baseline the level of crashes involving fatalities and serious injuries.
- Analysis of the **locations** where there are crashes, the **severity**, as well as **contributing factors and crash types**.
- Analysis of **systemic and specific safety needs**, as needed (e.g., high risk road features, specific safety needs of relevant road users).
- A **geospatial identification** (geographic or locational data using maps) of higher risk locations.



- **Engagement with the public and relevant stakeholders**, including the private sector and community groups.
- **Incorporation of information** received from the engagement and collaboration into the plan.
- Coordination that includes **inter- and intra-governmental cooperation and collaboration**, as appropriate.



- Assessment of **current policies, plans, guidelines**, and/or **standards** to identify opportunities to improve how processes prioritize safety.
- **Strategy for implementation** through the adoption of revised or new policies, guidelines, and/or standards.



- Comprehensive set of **projects and strategies** to address safety problems.
- Provide **time ranges** for deployment and **project prioritization criteria**.
- Interventions should be focused on **infrastructure, behavioral, and/or operational safety**.



- A description of **how progress will be measured over time** that includes, at a minimum, outcome data.
- **Posted publicly** online.

What is Not A Comprehensive Safety Action Plan

- NOT:
 - Corridor plan or study
 - Site plan (e.g., intersection)
 - ADA Transition Plan
 - Safe Routes to School Plan
 - EMS-specific Plans (e.g., Emergency Response Plan, Telehealth Program Action Plan, Whole Blood Program Implementation Strategies)
- These are examples of **supplemental planning**, not a Comprehensive Safety Action Plan
- We encourage you to apply for supplemental planning if you wish to develop any of the safety plans listed above and others that do not meet the requirements of a Comprehensive Safety Action Plan





How to Apply

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 the 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: **May 26, 2026**
- 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

The screenshot displays a web application interface with a modal dialog for signing up. The modal, titled "Sign up", is centered on the screen and contains the following elements:

- A "NASA Launchpad Sign Up" button with a rocket icon.
- The word "or" centered below the first button.
- An "Email Address" label above a text input field.
- A red warning icon (exclamation mark in a circle) on the right side of the email input field.
- A "Required" label in red text below the email input field.
- A "Continue" button below the email input field.
- A link at the bottom: "Already have a Valid Eval account? [Login](#)".

The background interface includes a top navigation bar with links: "We Serve", "What We Do", "Why Us?", "About", and "Contact". A "Log In" link is in the top right corner. On the left, a sidebar contains a "Team Members" dropdown menu and a "Progress" section. The main content area features a "Start Application" button and a "Submit Application" button. Text in the background mentions "The SF-424 Form is required for all SS4A" and "The SF-424A Form provides information about the... budget, funding request, and non-Federal...".



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](#)



Safe Streets and Roads for All Planning and Demonstration Grant Application Checklist

SS4A Applications to Develop or Update a Comprehensive Safety Action Plan

- 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 Planning and Demonstration 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 2019-2023** 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 2019-2023** 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 funds, your narrative must be no longer than 3 pages. The narrative must respond to the Safety Context merit criterion described in Section G.1.i of the [NOFO](#) and meet the other requirements described in the NOFO.
- Create a **map** that shows the location of the applicant jurisdiction(s) and highlights the roadway network. Upload the file in PDF format to your application in Valid Eval.

Safe Streets and Roads for All Identifying Underserved Communities

ons on how to use the [Underserved Communities Tool](#) (the Tool) for the underserved Communities questions in the Safe Streets and Roads for All 4A [Notice of Funding Opportunity \(NOFO\)](#) defines an Underserved definition of an Area of Persistent Poverty (APP) in the Infrastructure [USC 6702\(a\)\(1\)](#), as follows:

jurisdiction) in which, during the 30-year period ending on the date of 20 percent or more of the population continually lived in poverty, as

l Census;
l Census; and
small area income and poverty estimate of the Bureau of the Census;
poverty rate of not less than 20 percent, as measured by the 5-year data series an Community Survey of the Bureau of the Census for the period of 2014

n of the United States.

fy whether the jurisdiction(s) included in the application, as well as any in Grant applications, are entirely, partially, or not included within an

tracts and those of U.S. territories, showing which are identified as
ants may use the Tool to respond to application questions in Valid Eval about

this map to calculate the percentage of the population in the applicant's Underserved Community Census tract. Applicants may address impact to application narrative but are not required to calculate this percentage as part

whether the jurisdiction(s) or project area included in the application are Underserved community by following these steps:

[Underserved Communities Tool](#), there are a couple of ways to find your jurisdiction

a particular location.

address in the Search bar to navigate to that location. The Search function clicking the “down arrows” icon in the top right corner of the map. Click the n the dropdown menu and type in the relevant location.



- Application for Federal Assistance (SF-424)
- Budget Information for Non-Construction Programs (SF-424A)
- Assurances for Non-Construction Programs (SF-424B)
- 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-424A, and other application materials are the same!*
- **Sections D and E of the SF-424A are NOT required!**



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](#)

S | S

4 | A

Safe Streets and Roads for All Standard Form Guidance

Recommendations to Complete Form Fields for SF-424 General

<input type="button" value="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="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
* 3. Date Received: Date of application submission <input type="text"/>	4. Applicant Identifier: <input type="text"/> Leave Blank <input type="text"/>	
5a. Federal Entity Identifier: <input type="text"/> Leave Blank <input type="text"/>	5b. Federal Award Identifier: <input type="text"/> Leave Blank <input type="text"/>	
State Use Only:		
6. Date Received by State: <input type="text"/> Leave Blank <input type="text"/>	7. State Application Identifier: <input type="text"/> Leave Blank <input type="text"/>	

- **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

Planning and Demonstration Grant applicants are required to respond to questions in the Valid Eval application form including:

- Lead applicant name and UEI
- Total applicant jurisdiction population
- Total count roadway fatalities (2019-2023)
- Total average annual fatality rate per 100,000 population
- Inclusion of underserved communities
- Project title and goal
- Application type
- Total SS4A funding request, non-Federal share, total SS4A project cost, and total other Federal funds (if applicable)
- See Section E – Application Contents and Format – of the NOFO for a complete list



Calculating Key Application Data

Fatality Count



Total count motor vehicle-involved roadway fatalities from 2019 to 2023

Example: 217 fatalities

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



Total count motor vehicle-involved roadway fatalities from 2019 to 2023

÷

5

÷



Total jurisdiction population

× 100,000 Persons

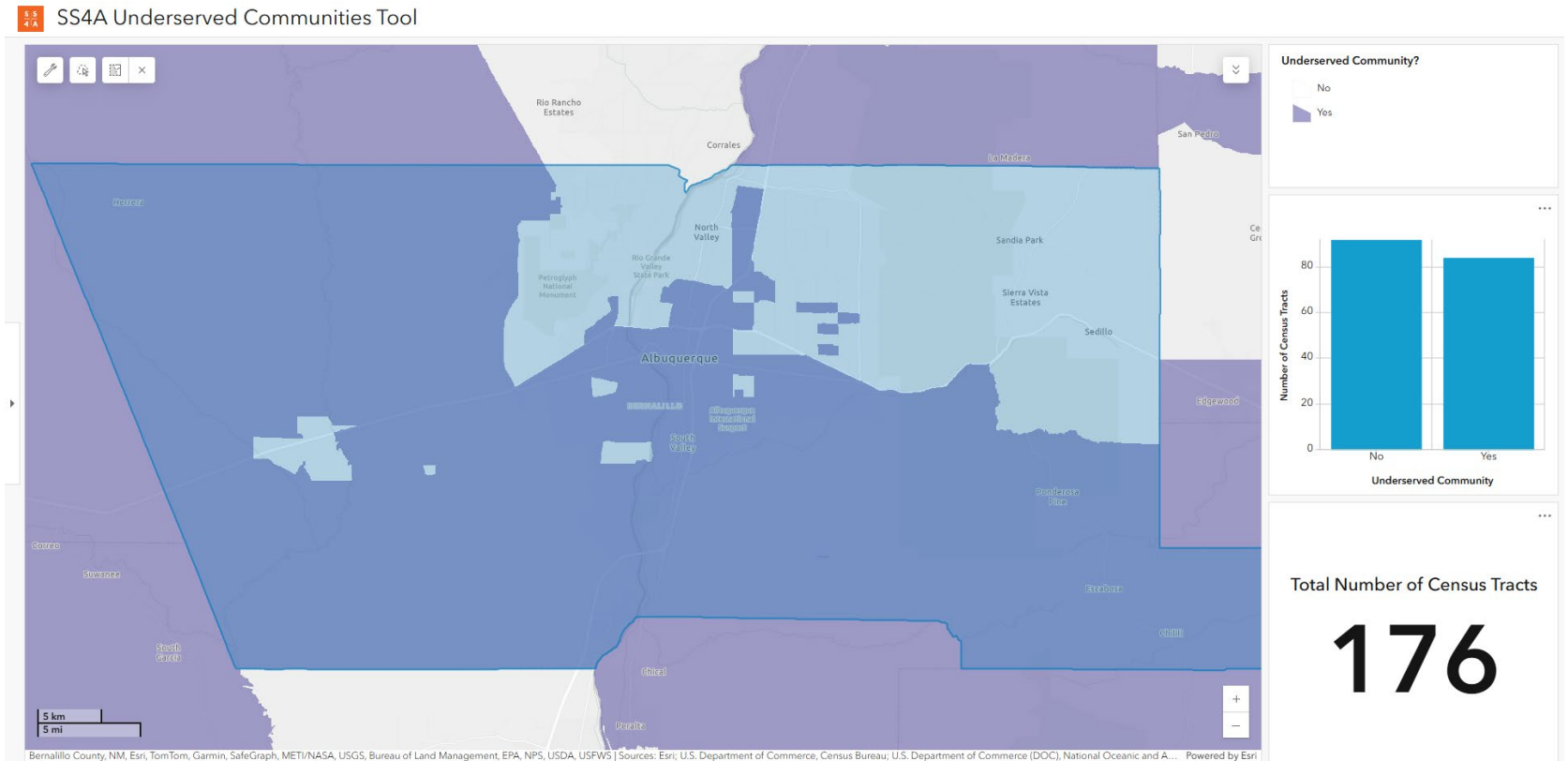
Example: 217 fatalities ÷ 5 years = 43.4 avg fatalities
43.4 avg fatalities ÷ 1,255,296 population = 0.0000346
0.0000346 per capita × 100,000 =
3.46 fatalities per 100,000 persons

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



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 Planning and Demonstration Grants

- Maximum **2 pages** for Federal funding requests under \$1,000,000.
 - If requesting \$1,000,000 or more in Federal funds, the narrative must be no longer than **3 pages**.
- Narrative should respond to the **#1 Safety Context** selection criterion outlined in NOFO Section G.1.i
- The Department will assess whether the applicant has provided:
 - ✓ A **very** clear and detailed description of the Action Plan scope of work to be performed;
 - ✓ A **very** clear and detailed description of the specific local roadway safety issues that necessitate Action Plan development; and
 - ✓ A **very** clear and detailed approach to developing an Action Plan that contains all required components as described in Table 1 of the NOFO, with a clear goal to engage with a variety of stakeholders to identify evidence-based, high-impact, low-cost, and innovative strategies for all road users.



Self-Certification Eligibility Worksheet

S | S
4 | A 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

- This worksheet is **only** required for SS4A Planning and Demonstration Grant applicants requesting funding just for Supplemental Planning and/or Demonstration Activities.
- You do not need to complete this form if:
 - ✓ You are in the process of developing an Action Plan with SS4A funding from a previous cycle
 - ✓ You are also applying to develop/update an Action Plan, even if supplemental planning and/or demonstration activities are included

[SS4A Self-Certification Eligibility Worksheet](#)

Map

- Submit a map that shows the location of the jurisdiction and highlights the roadway network.
- Applicants requesting funding for demonstration activities should include the locations of any proposed demonstration pilots if known.
- Maps must be submitted in **both** PDF and spatial format (e.g., Shapefile or KML).
- Ensure that the map is of adequate quality for reviewers to understand your community.

City of Pasadena Road Map

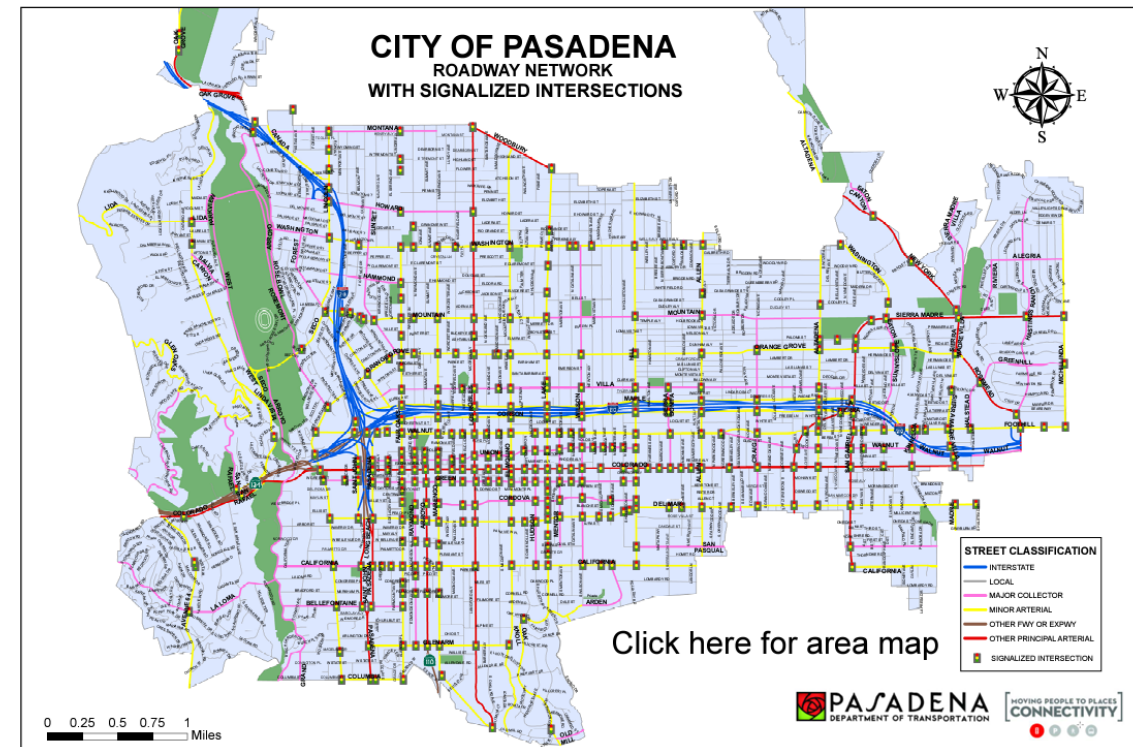


Image Credit: City of Pasadena SS4A FY23 Application

[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-424A**
 - Distinguish between Federal and Non-Federal share
- **Planning and Demonstration Supplemental Estimated 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)

Cost Breakdown

Information provided in this section should be consistent with the information provided in your SF-424 forms and in the Planning and Demonstration Grant 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. The "Other Federal Funds" field below may include funds directly received from a Federal agency or funds received through a pass through agency (e.g., state governmental agency) that originated as federal funds. Please enter 0.00 if not applicable.

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>

Total SS4A Funding Request

Total SS4A Non-Federal Match

Total SS4A Project Cost

Total Other Federal Funds (if applicable)

Funding requests may include indirect rate using a federally approved cognizant rate or the 10% de minimus.

For more about indirect rates, visit <https://www.transportation.gov/grants/ss4a/costs-and-contracting>. If using a Federally approved cognizant rate, please upload your Federal cognizant agency letter as part of your Supporting Documents below.

Does your funding request include indirect rate?

- Yes. I have uploaded a letter from my cognizant federal agency below.
- Yes. I am using the 10% de minimus.
- No.

Supplemental Estimated Budget				
Itemized Estimated Costs to Develop or Update an Action Plan (if applicable)				
Activities	SS4A Federal Funding Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
New or Updated Action Plan	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for New or Updated Action Plan	\$ -	\$ -	\$ -	\$ -
Itemized Estimated Costs of Supplemental Planning Activities (if applicable)				
Activities	SS4A Federal Funding Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Supplemental Planning Activity #1	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Supplemental Planning Activity #2	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for Supplemental Planning Activities	\$ -	\$ -	\$ -	\$ -
Itemized Estimated Costs of Demonstration and Pilot Activities (if applicable)				
Activities	SS4A Federal Funding Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Demonstration/Pilot Activity #1	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Demonstration/Pilot Activity #2	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for Demonstration and Pilot Activities	\$ -	\$ -	\$ -	\$ -
Total Budget for Planning and Demonstration Activities	\$ -	\$ -	\$ -	\$ -

Planning and Demonstration Grant Supplemental Budget Template

Supplemental Estimated Budget

- All Planning and Demonstration Grant applicants will be required to submit a **Supplemental Estimated Budget** summarizing the amount of funding going toward each of the three eligible activities:
 - 1) developing a new Action Plan
 - 2) conducting supplemental planning to update an existing plan
 - 3) carrying out demonstration activities to inform the development or an update of an Action Plan
- The Department will assess the extent to which budget costs are reasonable, necessary, and allocable, and the extent to which budget costs are delineated between each of the three eligible activities.
- The Department will also review whether costs are reasonable and adequate if the amount requested is under \$100,000.

EXAMPLE SS4A Planning and Demonstration Grant Application - Supplemental Estimated Budget

Planning and Demonstration Grant applicants are required to submit a Supplemental Estimated Budget as part of their application. The budget should summarize the amount of funding going toward each of the three eligible activities for a Planning and Demonstration Grant as applicable: (A) developing a new Action Plan; (B) conducting supplemental planning to update an existing plan; and (C) carrying out demonstration activities to inform the development or update of an Action Plan. Applicants are encouraged to use the budget template available on the SS4A website at <https://www.transportation.gov/grants/ss4a/planning-and-demo-grant-budget-template>.

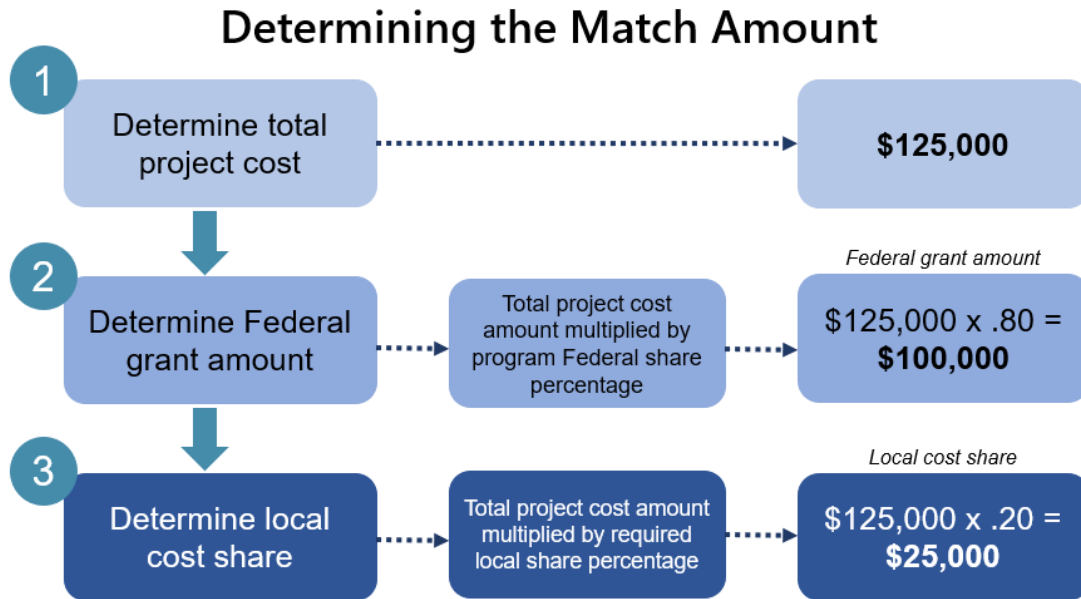
Please note that the detailed activities provided below are examples only and are intended to assist applicants with the appropriate level of detail to include for project-level budget estimation. This is an example for illustrative purposes only; actual descriptions should reflect proposed activities.

Supplemental Estimated Budget				
Activities	SS4A Federal Funding Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Itemized Estimated Costs to Develop or Update an Action Plan (if applicable)				
New or Updated Action Plan	\$ -	\$ -	\$ -	\$ -
<i>Project Management</i>	\$ -	\$ -	\$ -	\$ -
<i>Public Engagement and Outreach</i>	\$ -	\$ -	\$ -	\$ -
<i>Data Collection and Analysis</i>	\$ -	\$ -	\$ -	\$ -
<i>Countermeasures Analysis and Prioritization</i>	\$ -	\$ -	\$ -	\$ -
<i>Development of Safety Action Plan</i>	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for New or Updated Action Plan	\$ -	\$ -	\$ -	\$ -
Itemized Estimated Costs of Supplemental Planning Activities (if applicable)				
Activities	SS4A Federal Funding Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Road Safety Audits	\$ -	\$ -	\$ -	\$ -
<i>Road Segment #1</i>	\$ -	\$ -	\$ -	\$ -
<i>Road Segment #2</i>	\$ -	\$ -	\$ -	\$ -
<i>Road Segment #3</i>	\$ -	\$ -	\$ -	\$ -
Corridor Safety Plan	\$ -	\$ -	\$ -	\$ -
<i>Project Management</i>	\$ -	\$ -	\$ -	\$ -
<i>Data Collection and Analysis</i>	\$ -	\$ -	\$ -	\$ -
<i>Public Engagement and Outreach</i>	\$ -	\$ -	\$ -	\$ -
<i>Countermeasure Evaluation and Prioritization</i>	\$ -	\$ -	\$ -	\$ -
<i>Development of Corridor Safety Plan</i>	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for Supplemental Planning Activities	\$ -	\$ -	\$ -	\$ -

[Example Planning and Demonstration Grant supplemental budget](#)



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.
- 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.





Planning and Demonstration Grant Merit Review and Award Selection Process

Planning and Demonstration Grant Merit Criteria

- Developed to be accessible to all communities, lower barrier to entry
- Three merit criteria:
 1. **Safety Context** (*2-page narrative*)
 2. **Safety Impact** (*quantitative, two ratings*)
 - Count of roadway fatalities from the most recent set of 5-year data (FARS 2019-2023 or equivalent).
 - Fatality rate, normalized per 100,000 persons.
 3. **Underserved Communities** (*quantitative, one rating*)
 - Percentage of the population in an Underserved Community Census tract (using 2020 Census population data). Underserved Community uses the same definition as Areas of Persistent Poverty.
- Selection Considerations
 - **Budget Costs:** The Department will assess the extent to which the budget and costs to perform the proposed activities are reasonable, necessary, and allocable
 - **High Fatality Rates:** The Department may prioritize SS4A Planning and Demonstration Grant applications with a fatality rate ≥ 17.5 per 100,000 persons
 - **No Prior SS4A Funding:** The Department may prioritize SS4A Planning and Demonstration Grant applications that have not previously received SS4A funding.
 - **Additional Selection Considerations**



Merit Criterion #1: Safety Context

Action Plan

- A very clear and detailed description of the Action Plan scope of work to be performed;
- A very clear and detailed description of the specific local roadway safety issues that necessitate Action Plan development;
- A very clear and detailed approach to developing an Action Plan that contains all required components as described in Table 1 of the NOFO, with a clear goal to engage with a variety of stakeholders to identify evidence-based, high-impact, low-cost, and innovative strategies for all road users

High

Project will strongly advance safety planning and includes **ALL** components

Medium

Project will advance safety planning and is missing **one** component

Low

Project will have limited safety planning impact and is missing **two or more** components

Non-Responsive

Project does not advance safety planning, or contains insufficient information



Selection Considerations

- The USDOT Senior Review Team (SRT) may consider the “Selection Considerations” from the NOFO when determining which applications to advance
- Selection Considerations are not scored
- Selection Considerations are used to help differentiate and choose among the final highly-rated applications, especially when close in scoring
- There are both Favorable and Less Favorable Selection Considerations
 - Favorable Selection Considerations do not guarantee an applicant will receive an award
 - Less Favorable Selection Considerations do not preclude an applicant from receiving an award



Favorable Considerations

More Applicant Control

- Stakeholder letters of support, particularly from Public Safety Agencies and associated Labor Unions representing First Responders
- Funds focused on underserved communities
- Incorporates principles from the DOT Order Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities
- Beautifying transportation infrastructure with context-appropriate design and/or child-friendly elements
- At-grade highway/rail crossing safety improvements
- Truck Parking safety improvements with a clear roadway safety nexus
- Applicants that best reflect the prioritization of reducing vagrancy as detailed in Executive Order 14321 Ending Crime and Disorder on America's Streets

Less Applicant Control

- Previous SS4A Action Plan award
- Applicants in a rural area
- Geographic diversity of IG award recipients
- High KSI/\$M rate relative to other applicants



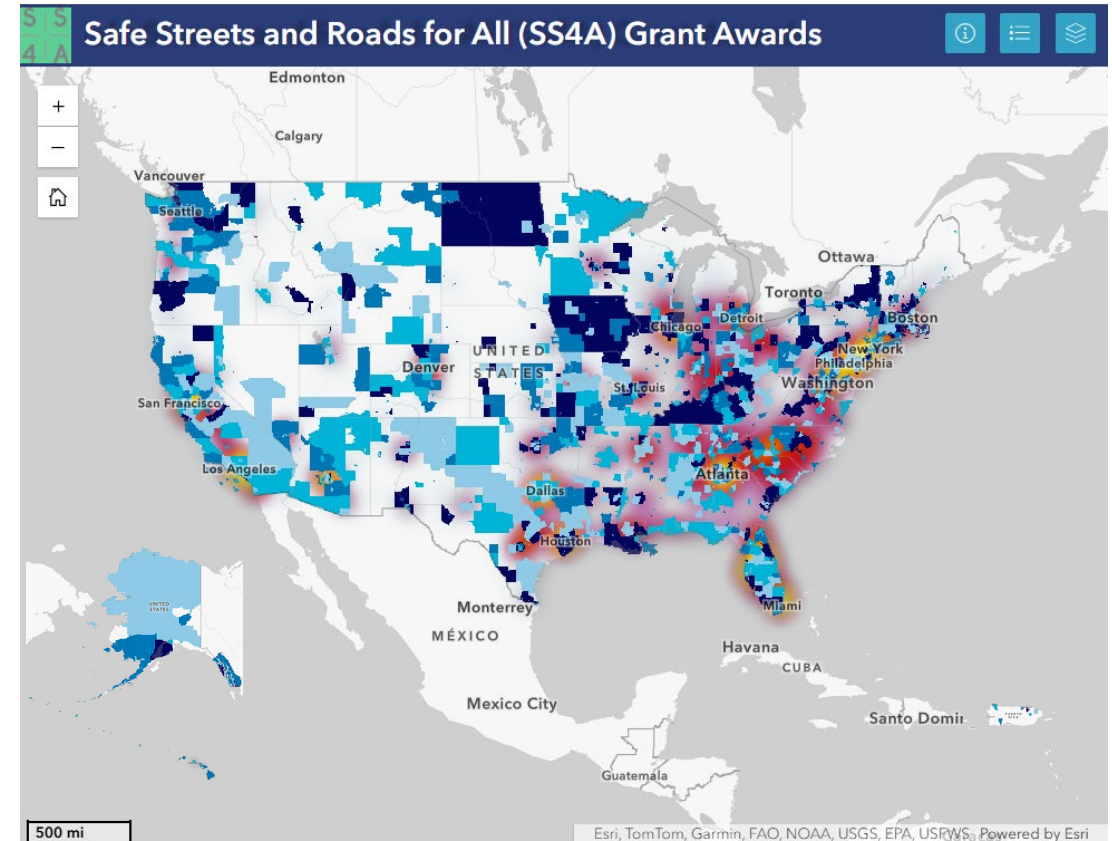
Less Favorable Considerations

- Inclusion of infrastructure that reduces level of service (LOS) for vehicles or reduces access for emergency vehicles, delivery vehicles, and vehicles serving the disabled
- Inclusion of automated traffic enforcement (except in work zones, school zones, or cameras affixed to school buses)
- Inclusion of new dedicated bicycle lanes that reduce vehicular capacity or impair vehicle movements



SS4A Application Quick Tip

- **For New Action Plan applicants only:**
 - Check the [SS4A cumulative awards map](#) to see if your community is already covered by an SS4A Action Plan ***before you apply***
 - An application *may be considered duplicative* when another jurisdiction is already preparing an Action Plan in the same area using FY22, FY23, FY24, or FY25 SS4A funding
 - If your MPO/County/City is already developing an Action Plan, **you can still request funding** for supplemental planning, demonstration activities, and other complementary Comprehensive Safety Action Plan activities



[Check the SS4A Cumulative Awards Map](#)



Duplication and Overlapping Jurisdictions

- An application may be deemed duplicative if requesting funds to either develop a new Action Plan when another jurisdiction is already preparing an Action Plan in the same area using previous years funding **or** is developing a new Action Plan in the same area as another FY26 application.
- Duplicative funding requests to develop a new Action Plan will be identified and assessed for merit within the context of other jurisdictions and their planning activities.
- The Department encourages **complementary but distinctive activities**, including but not limited to demonstration activities that will help inform the development of an Action Plan.



How to Address Overlap and Duplication Before Applying

- Check the [SS4A awards map](#)!
- Coordinate with relevant jurisdictions that are also potentially applying in FY26 and/or received an award to develop a new Action Plan in FY22, FY23, FY24 and/or FY25
 - Are there relevant regional, county-level, municipal, Tribal governments to coordinate with before you submit your application?
- Decide whether the proposed Action Plan development is complementary or duplicative
- **Provide proof of coordination** (e.g., letter or email) if your jurisdiction received, or is covered by, previous year SS4A funding

Regional Coordination

Per the NOFO, an application may be flagged as duplicative if it requests funds to develop a new Action Plan when another jurisdiction in the same area is already preparing an Action Plan using SS4A funding and/or the application requests funds to develop a new Action Plan in the same area as another FY26 application. Applicants are encouraged to coordinate with local/regional entities to ensure no duplication in FY26 SS4A funding requests to develop a new Action Plan. In addition, if your application type is to "Develop a new Comprehensive Safety Action Plan", please refer to the map at <https://www.transportation.gov/grants/ss4a/cumulative-awards> to identify whether an SS4A award to develop or update an Action Plan was made in your region in a previous funding round. After reviewing the map and awardee list, respond to the questions below.

Previous year funding

Have you received, or is your jurisdiction covered by, previous year funding for an SS4A grant? (Select all that apply)

- No
- Yes, our jurisdiction received a previous award to develop or complete an Action Plan
- Yes, our jurisdiction is located in a region that received a previous Action Plan award

If the answer is "Yes", please provide proof of coordination (e.g., letter, email) from the relevant entities affirming that they are aware of your application and the need for coordination among all recipients. Please upload the proof of coordination in the Document Uploads section below AND check the box below affirming that you will coordinate with the relevant entities.

- I affirm that relevant entities will be coordinated with





Tips and Tricks

Friendly Advice and Reminders

- Application narratives do not need to be overly long, but please provide specifics relevant to your community.
- Remember to address ALL of the criteria in the #1. Safety Context Rubric Table
 - A very clear and detailed description of the Action Plan scope of work to be performed;
 - A very clear and detailed description of the specific local roadway safety issues that necessitate Action Plan development;
 - A very clear and detailed approach to developing an Action Plan that contains all required components as described in Table 1 of the NOFO, with a clear goal to engage with a variety of stakeholders to identify evidence-based, high-impact, low-cost, and innovative strategies for all road users.
- Budgets and Federal funding requests should reflect the level of effort needed to administer a Federal grant. Applications for less than \$100,000 must explain how the activities will be completed with the amount proposed.
- The primary contact on the application should be able to **respond to emails** from the SS4A Team **between May and December**.
- One application per applicant.
- Applications are submitted through Valid Eval, NOT Grants.gov.
- Due date is 5:00 PM **Eastern Time** on May 26th.





Q&A