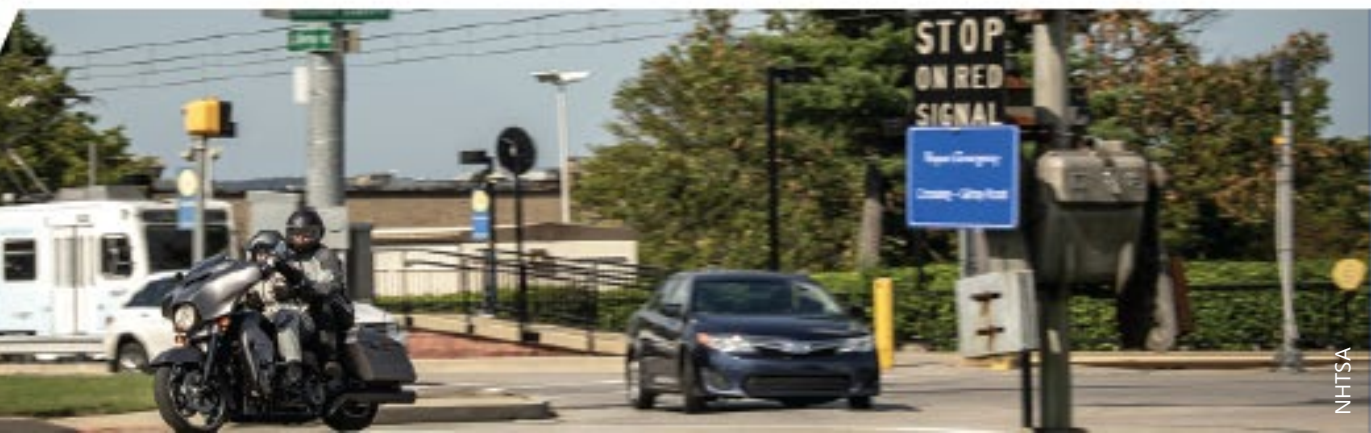




U.S. Department of Transportation

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



NHTSA

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

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
 - **Call:** 669-254-5252
 - **Webinar ID:** 161 132 2493
 - **Passcode:** 839280
- 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 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



Jessica Rich
Federal Highway
Administration -
Office of Safety



Andrew Emanuele
U.S. DOT - Office
of the Secretary



Terra Reed
Volpe National
Transportation
Systems Center

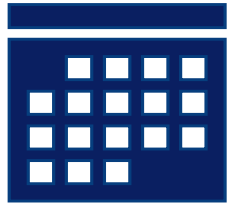


Are you in the right place?

- 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:
 - 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 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

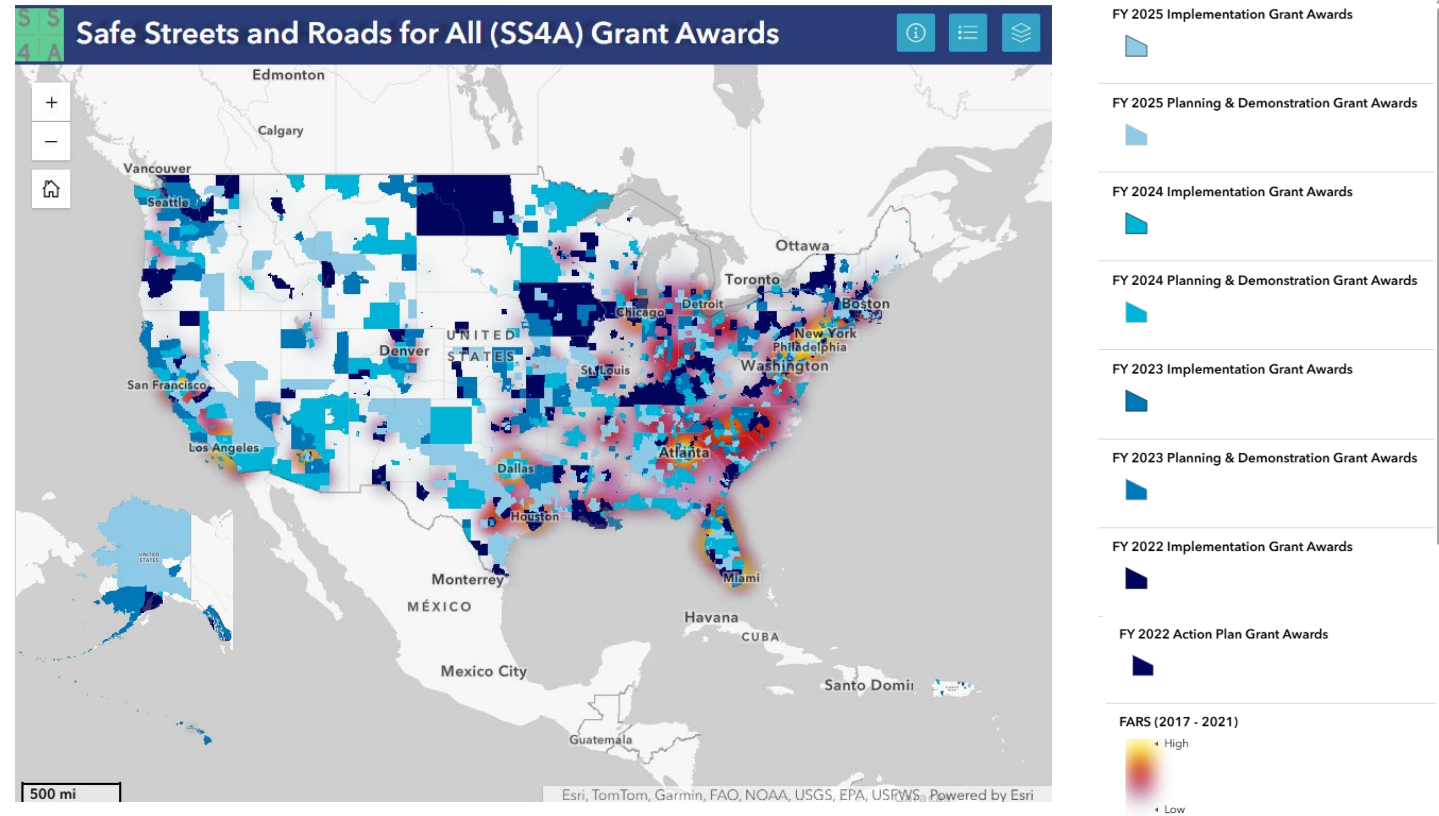
- \$5 billion competitive grant program, with ~\$1 billion per year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning and implementing projects and strategies identified in safety Action Plans
- Inclusive of all types of roadway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



Safe Streets and Roads for All Funding to Date

FY22 to FY26

- 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 Rating) not awarded will receive special consideration for a 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 award 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 FY26

- \$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 Implementation Grant applicants?

- More funding available (\$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 Implementation Grant applications may be beneficial if:

- Your proposed projects and strategies intersect with neighboring jurisdictions (e.g., a city is applying to implement a project that is located on a county-owned road)
- You want 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:

Eligible Action Plan

All of the below:

- ✓ 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
- ✓ Is not a required State-level Action Plan (e.g., Strategic Highway Safety Plan)

[Learn more about Action Plan requirements](#)

Jurisdiction

At least one of the below:

- ✓ Ownership and/or maintenance responsibilities over a roadway network
- ✓ Safety responsibilities that affect roadways
- ✓ An agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction
 - Application must include documented agreement (e.g., Letter of Intent)
 - Memorandum of Agreement/Understanding due before grant agreement, if project is awarded



Eligible Activities and Grant Types

Eligible 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)**

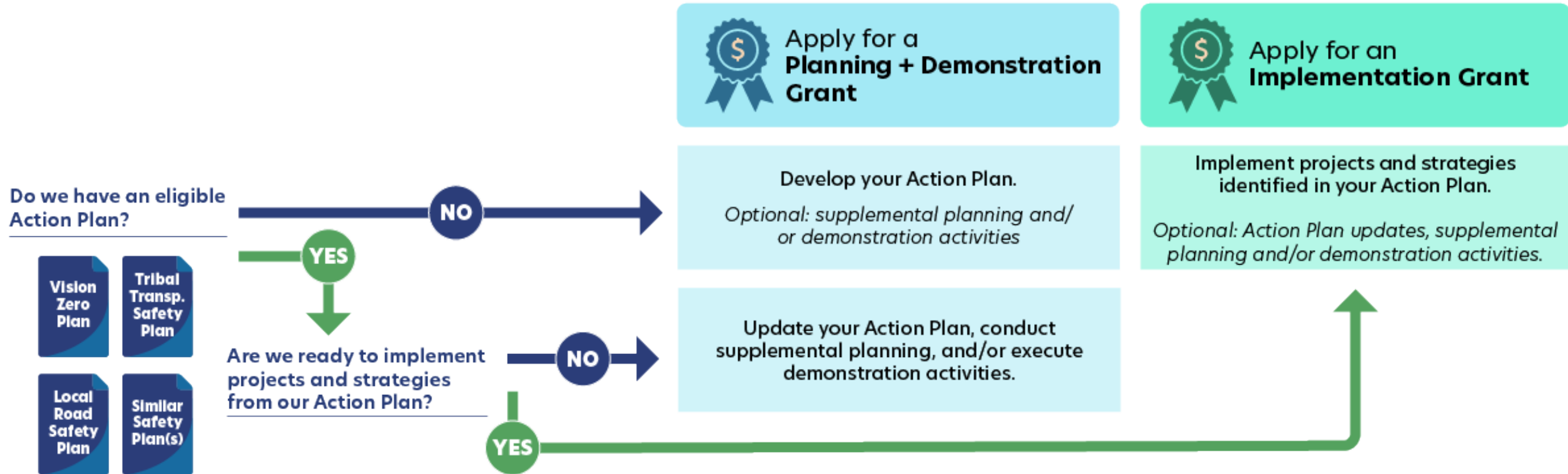
and *MAY*

- Conduct 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)
- Conduct planning and design for projects and strategies (B)

[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

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

Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Policy and Process Changes

Strategy and Project Selections

Progress and Transparency

[Learn more about Action Plans](#)

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!





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). These must be directly connected to Activity (C) elements of the application.
 - Supplemental planning and demonstration activities to inform the development of an Action Plan, Activity (A).



Example Projects and Strategies - Activity (C)



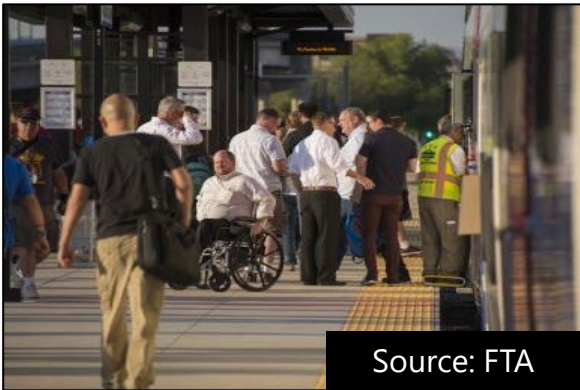
Safe Routes to Schools



Speed Management



Highway Safety



Transit Safety



Emergency Medical
Service Interventions



Pedestrian Safety

Example Application

Town of Apple Valley, California (FY25)

Project Cost: \$12,431,485

This project will reconstruct a roughly **3.4-mile corridor to separate road users, calm traffic, and implement Proven Safety Countermeasures** to lower crash risk and severity.

Activity C

Project includes:

- New roundabouts/neighborhood traffic circles
- New multi-use paths
- New crosswalks
- Rectangular rapid-flashing beacons
- Speed feedback signs
- Bus pads and shelters

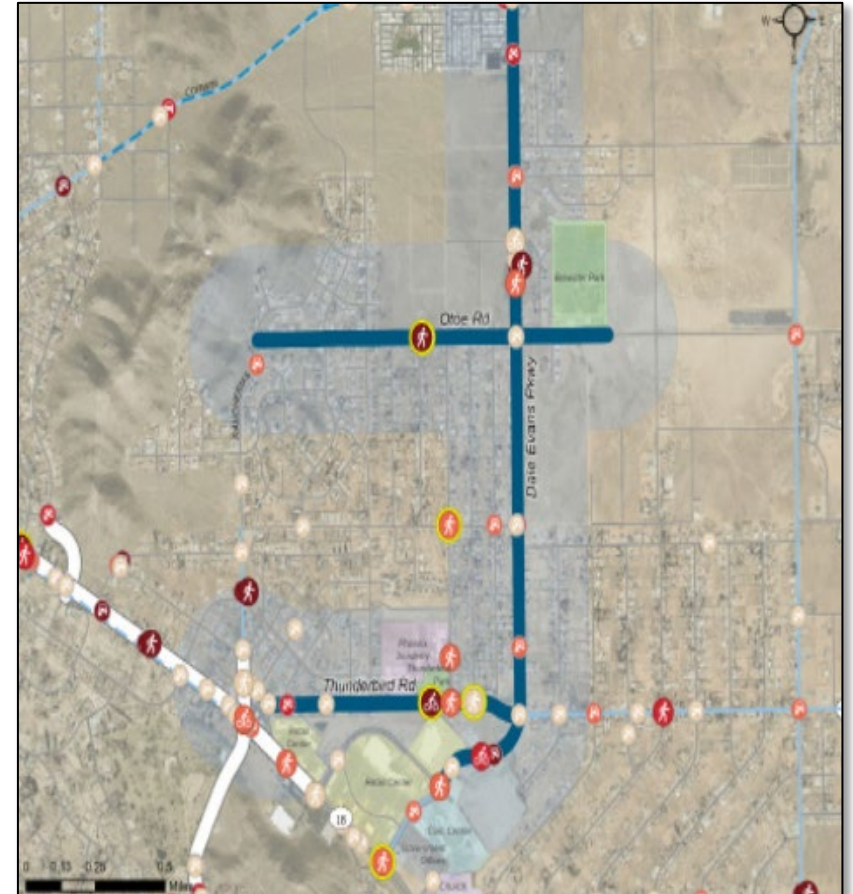


Image credit: Town of Apple Valley SS4A application



Example Application

Town of Matthews, NC (FY25)

Project Cost: \$21,781,500

This project **will reconstruct 1.4 miles of East and West John Street to make the lane configuration more consistent, provide high-visibility crosswalks with refuge islands, and address a history of crashes** (including two fatal crashes).

Activity B

Activity C

Project includes planning, design, and construction:

- **Right-of-way acquisition**
- **New high visibility mid-block crosswalks**
- **Consistent three-lane cross section with median**
- **Curb space use changes**
- **Upgraded multi-use path**

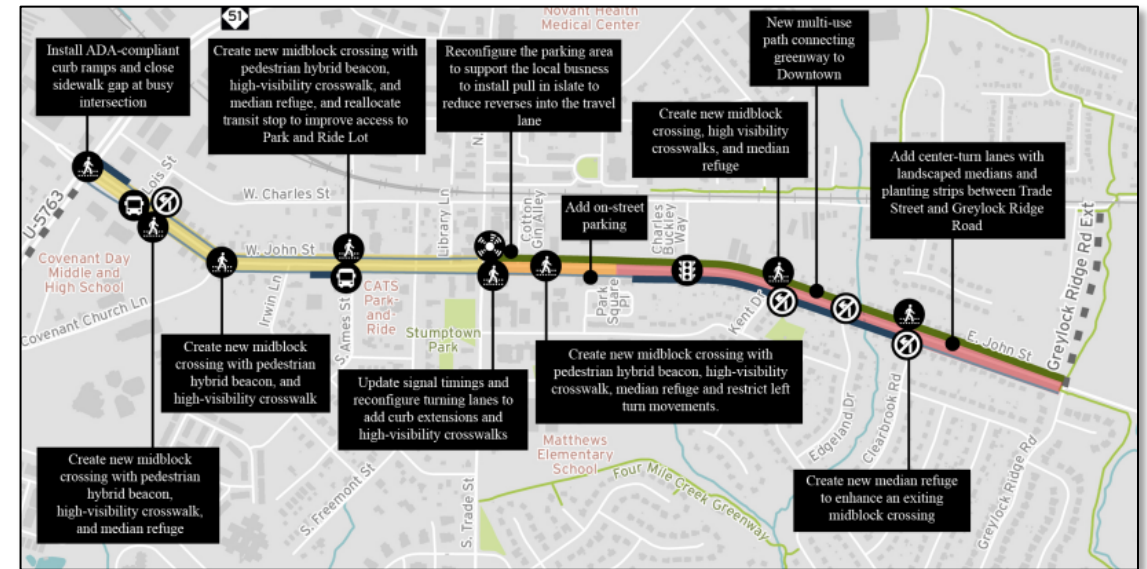


Image credit: Town of Matthews SS4A application



Example Application

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

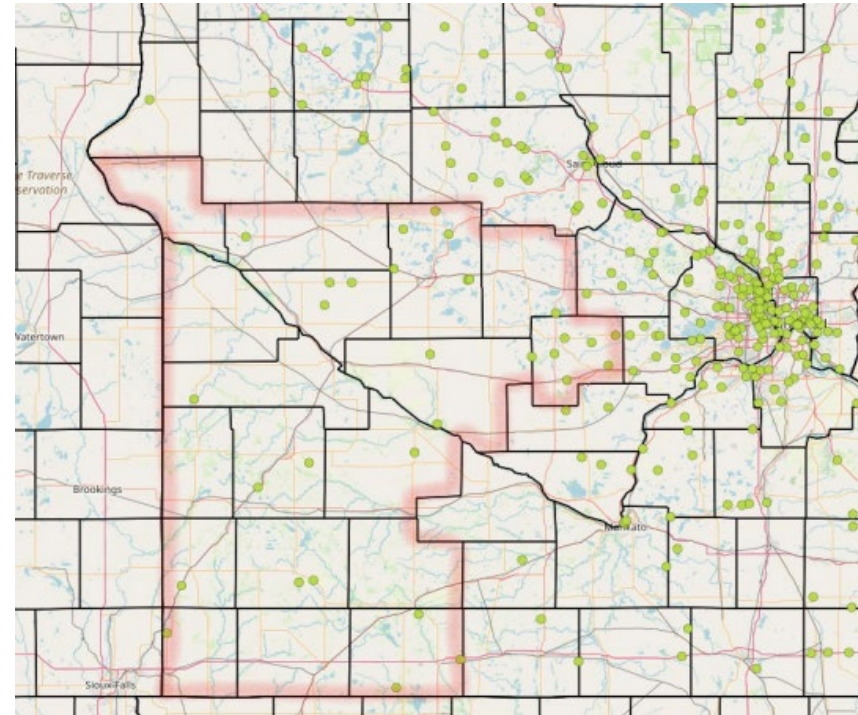


Image credit: Southwest Minnesota EMS Corp SS4A application





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
- 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



Example Application – Implementation with Bundled Demonstration Activities

Village and Town of Mount Kisco, NY (FY25)

Project Cost: \$8,750,000

This project will deliver **pedestrian safety and traffic calming along a 1.85-mile corridor and improve emergency access to Northern Westchester Hospital.**

Project Highlights:

- Improve lighting, new signal phasing with EMS preemption, and crosswalk improvements.
- Pilot, quick-build neighborhood traffic calming using temporary rubber raised crosswalks, speed cushions, raised tables, and movable speed feedback signs.
- 3-to-6-month deployments with before-after data analysis.



Image credit: Village and Town of Mount Kisco, NY
SS4A application



Eligible Bundled Supplemental Planning Activities in IG Applications

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.](#)

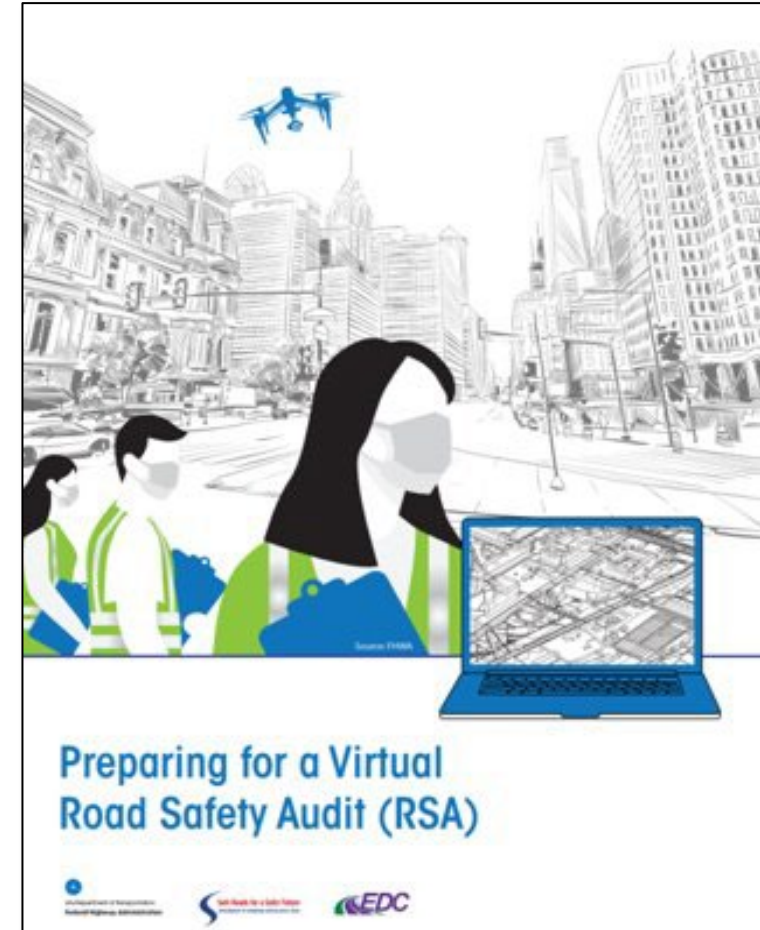


Image Credit: FHWA, 2022

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 National Environmental Policy Act requirements for a specific project
- Right-of-way acquisition
- Permitting for an infrastructure safety project
- Developing outreach documents

Note: (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**.



Example Application – Implementation with Bundled Supplemental Planning City of Huntsville, AL (FY25)

Project Cost: \$46,564,935

This project will construct a **pedestrian and bicycle bridge**, install **safety upgrades along the Meridian Education Corridor (MEC)**, develop a **Safe Routes to School Plan**, and **pilot adaptive signal timing and other ITS technologies** along the MEC.

Project Highlights:

- Bridge to eliminate at-grade crossings
- Lighting and signage improvements
- Safe Routes to School Plan
- ITS pilot projects along the MEC

Activity C
Activity A

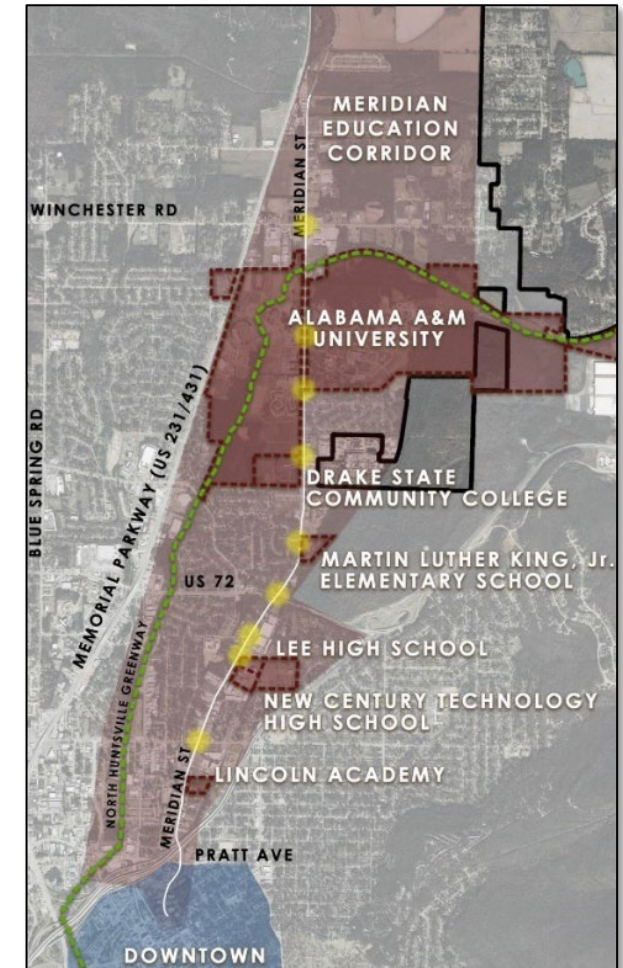


Image credit: City of Huntsville, AL SS4A application



Implementation Grant Activities - Reminders

- Projects and strategies must be identified in an existing, eligible Action 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 bundled 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 are eligible activities 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

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 the Valid Eval website interface. At the top, there is a navigation bar with the Valid Eval logo and links for 'Who We Serve', 'What We Do', 'Why Us?', 'About', and 'Contact'. A 'Log In' link is also present in the top right corner. The main content area features a large graphic with the letters 'S', 'S', '4', and 'A' arranged in a 2x2 grid, representing 'SS4A'. Below this graphic, the text reads 'USDOT Safe Streets and Roads for All (SS4A) 2026 Implementation Grants Registration'. A 'Sign up' modal is open in the center, offering a 'NASA Launchpad Login' option, an 'Email Address' input field, and a 'Continue' button. Below the input field, there is a link for 'Already have a Valid Eval account? Login'. The background shows a sidebar with sections for 'Overview' (including 'Instructions & Resources') and 'Application' (with sub-sections like 'Contact Info', 'Team Members', 'Details', 'Categories', and 'Uploads'). A 'Start Application' button is visible at the bottom of the sidebar. The main content area contains text about the application process, including a deadline of 'at 03:00 PM MDT (21:00 GMT)' and a reference to '0.939)'. A 'Start Application' button is also visible at the bottom right of the main content area.



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](#)

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 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 funding, write a narrative no longer than 3 pages. The narrative must respond to the Safety Context menu items in the [NOFO](#) and meet the other requirements described in the NOFO.
- Create a map that shows the location of the applicant jurisdiction(s) and upload the file in PDF format to your application in Valid Eval.

Implementation Grant Application Checklist

- Optional:** Consider submitting your Action Plan(s) for a pre-application eligibility review by the SS4A Team on or before April 24, 2026, 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 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.
- 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 2019 and 2023. 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](#)



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	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

- 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 in jurisdiction(s) and project area(s)
- Project area fatalities 2019-2023
- Project area serious injuries 2019-2023
- Project title and goal
 - 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

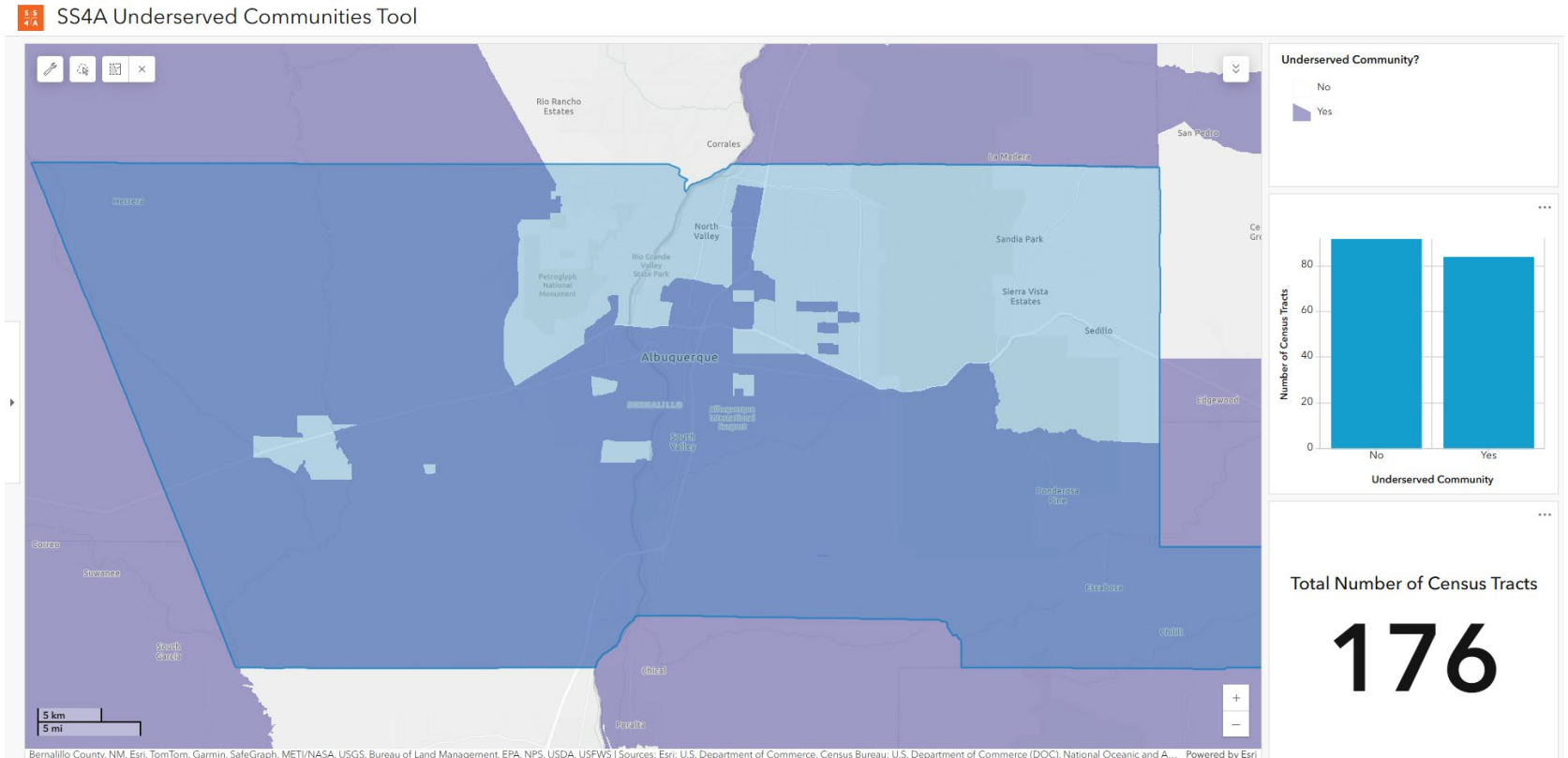
See the [“Calculating Average Annual Fatality Rate” SS4A Fact Sheet](#) for more information

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 merit 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” merit 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** merit criteria 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 merit criterion.
 - The Department recommends the narrative follow the outline below:
 - Overview
 - Location
 - Response to Merit Criteria
 - Project Readiness



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

[SS4A Self-Certification Eligibility Worksheet](#)

Implementation Grant applicants must have a finalized **eligible Action Plan** by May 26, 2026.

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 2021 and May 26, 2026 (#8)

AND at least 3 of the 5 remaining questions:

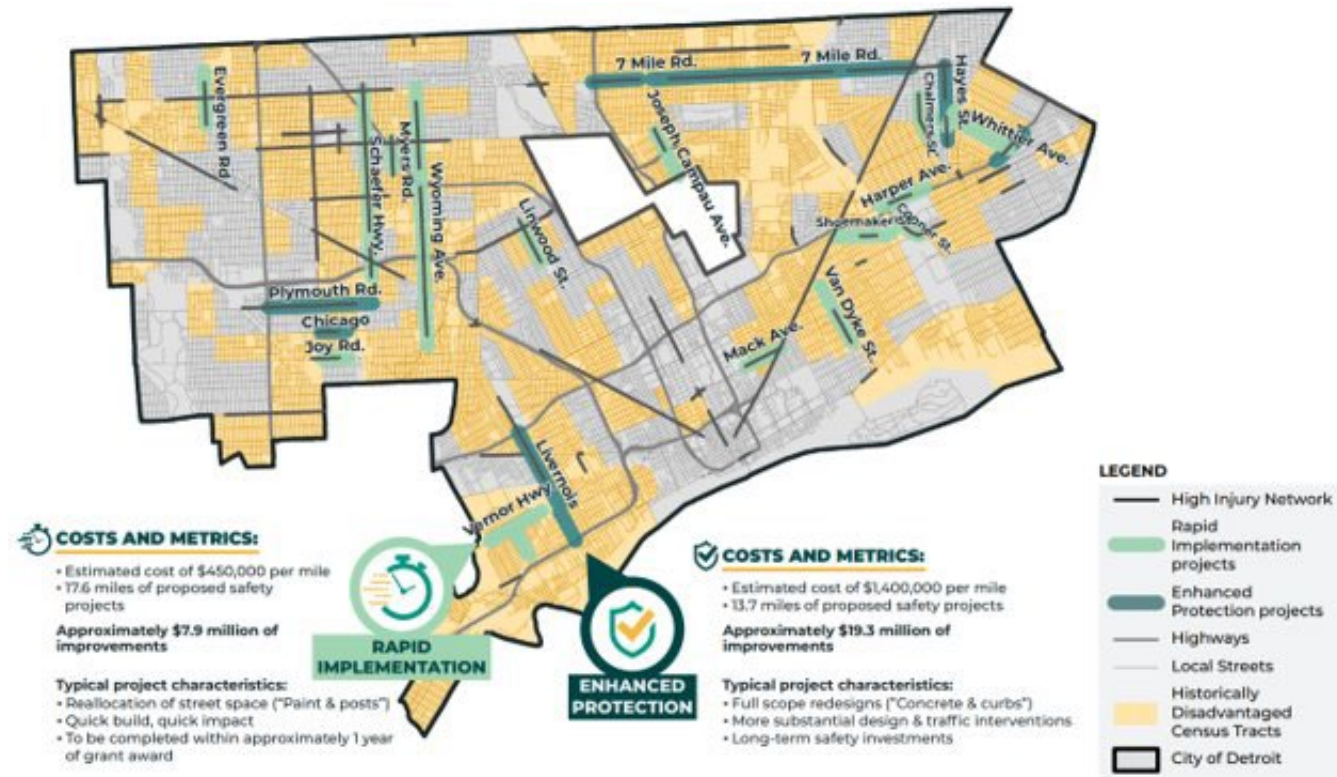
- Leadership commitment and goal setting (#1)
- Planning Structure (#2)
- Engagement and collaboration (#4)
- Policy and process changes (#5)
- Progress and transparency (#7)



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) Continued

- Why this data is important
 - Program Evaluation
 - Communicating reach and impact of program
- How the data gets used
 - Check and validate application information
 - Track safety trends over time
 - Track where funding is going
 - Track which 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](#)

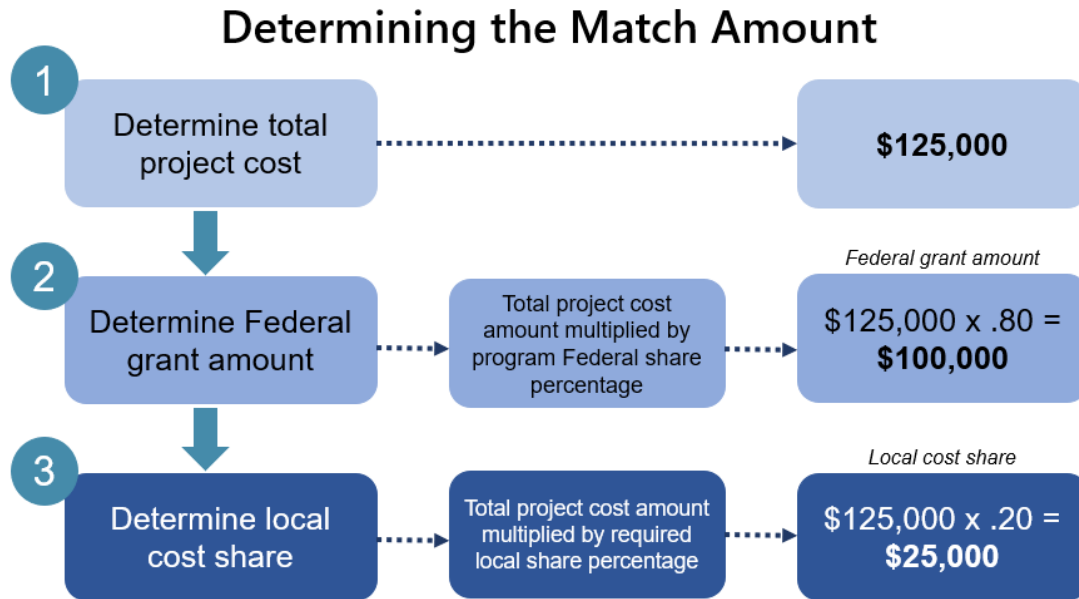


Budget – Administration and Requirements

- 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



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.



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 Merit Review and Award Selection Process

Updated
in FY26

Four merit criteria

- Safety Need
- Safety Impact
- Implementation Costs
- Engagement and Collaboration

One optional merit criterion

- Supplemental Planning and Demonstration Activities (only if included in the application)

Additional Factors

- Project Readiness Rating
- Selection Considerations

Safety Need

Safety Impact

Implementation Costs

Engagement and Collaboration

Optional: Supplemental Planning
and Demonstration Activities

Project Readiness Rating

Selection Considerations



Merit Criterion #1: Safety Need

- The safety problem to be addressed is well-articulated and is clearly supported by strong **data and analysis**, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user
- The locations of crashes and/or crash risk associated with the specific safety problem are **clearly described and displayed on a High Injury Network or equivalent map**
- **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

High

Safety problem is **substantial** and narrative addresses **ALL** components

Medium

Demonstrates a safety problem but missing **one** component

Low

Safety problem insufficiently specified or missing **two** components

Non-Responsive

Does not address a safety problem



Merit Criterion #2: Safety Impact

The proposed projects and strategies:

- Are **primarily on a High Injury Network** or **address high-risk roadway features** correlated with severe crash types
- **Significantly reduce or eliminate** roadway fatalities and serious injuries involving various road users
- **Use low-cost, high-impact strategies** and projects over a wide geographical area
- **Use evidence-based, FHWA Proven Safety Countermeasures and/or NHTSA's Countermeasures that Work**, and/or other documented highly effective safety countermeasures to significantly improve existing roadways
- **Measure safety** through models, studies, reports, proven noteworthy practices, or Crash Modification Factors (CMF)
- Will have safety benefits that **persist over time**
- Incorporate **technologies** that promote safety

High

Provide significant, documented, data-driven safety benefits and at least **FIVE** components

Medium

Projects and strategies align but missing **three or four** components

Low

Safety impact insufficiently specified or missing **more than four** components

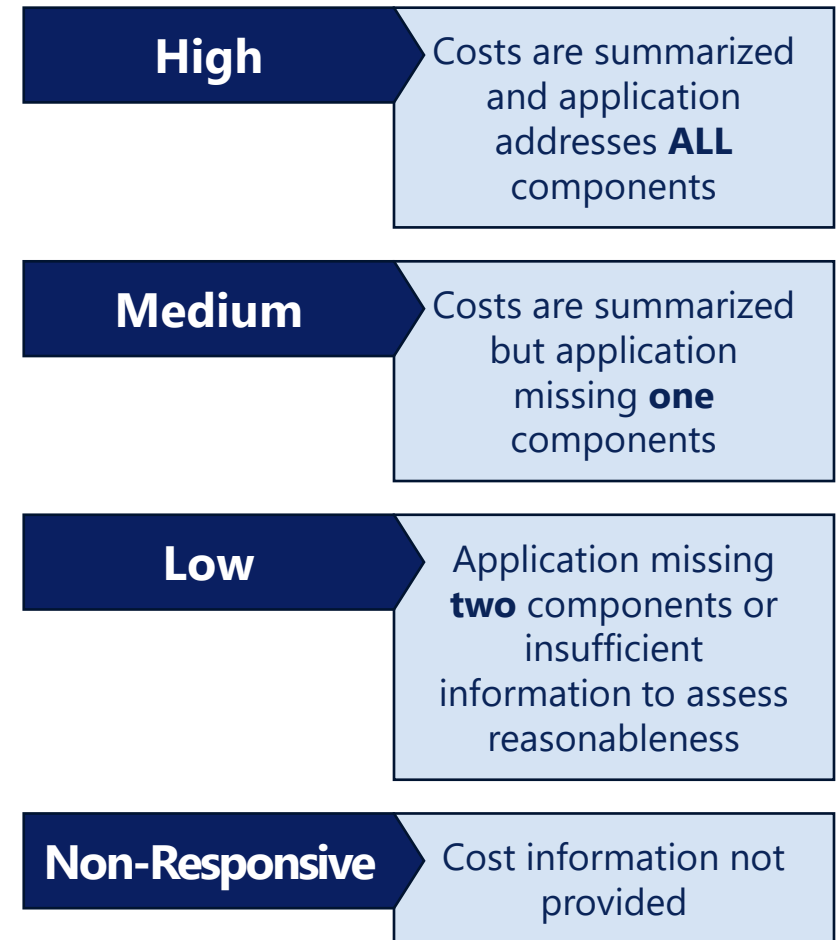
Non-Responsive

Projects and strategies do not address the safety problem



Merit Criterion #3: Implementation Costs

- **Costs are clearly itemized** and summarized in a logical manner
- **Costs are reasonable** based on the projects/strategies being proposed
- The projects and strategies make **effective use of Federal funds** to address locations with high fatalities proportionate to the amount of funding requested



Merit Criterion #4: Engagement & Collaboration

- Ensures investment in preventing roadway fatalities and serious injuries in **underserved communities including rural communities**
- **Includes demographic analysis**, both qualitative and quantitative, **and stakeholder engagement** as part of the project development and implementation process
- Includes or will include **meaningful engagement** with the public **during all phases** of the project such as planning, design, construction, and implementation
- **Leverages partnerships within the applicant jurisdiction**, with other government entities, non-governmental organizations, the private sector, academic institutions, or other relevant stakeholders to achieve safety benefits while avoiding negative consequences for the community

High

Narrative clearly and directly describes tailored engagement and addresses **ALL** components

Medium

Narrative describes general engagement and is missing **one or two** components

Low

Application missing **more than two** components or insufficient information to assess engagement

Non-Responsive

Engagement and collaboration not described



Implementation Grant Application Ratings

- Applicants will receive a rating of High, Medium, Low, or Non-Responsive for each of the four required Implementation Grant merit criteria
- Applicants will receive a final overall application rating using the table on the right
- Other criteria *do not* affect the overall application rating:
 - Project readiness rating
 - Supplemental Planning and Demonstration Activities selection criterion
 - Selection considerations

Overall Merit Rating	
Highly Recommended	At least 3 of the 4 merit criteria ratings are "High." The Safety Impact rating must be "High." None of the merit criteria ratings are "Low" or "Non-Responsive."
Recommended	At least 2 of the 4 merit criteria ratings are "High." None of the merit criteria ratings are "Low" or "Non-Responsive."
Acceptable	Any combination of "High" and "Medium" not described above, and no more than 2 "Low" merit criteria ratings. None of the merit criteria ratings are "Non-Responsive." Safety Impact is not "Low."
Not Recommended	Ratings that do not fit the definitions of Highly Recommended, Recommended, or Acceptable.



Merit Criterion #5: (Optional) Supplemental Planning and Demonstration

Supplemental Planning

- A clear description of the Supplemental Planning **scope of work** to be performed
- A clear description of the **roadway safety issues** that necessitate the Supplemental Planning activities
- A clear description of how the funded Supplemental Planning activities will **inform an Action Plan** that contains all required components as described in Table 1 of the NOFO

Demonstration

- A clear description of the **scope of work** for Demonstration Activities to be performed
- A **schedule** showing when the Demonstration Activities will occur and the start/end dates of the work
- A clear description of the **roadway safety issues** that necessitate the Demonstration Activities
- A clear description of how the funded Demonstration Activities will **inform an Action Plan** that contains all required components as described in Table 1 of the NOFO, and help to identify evidence-based, high-impact strategies for all road users
- A clear description of an approach to measuring the potential safety benefits of the Demonstration Activities through **data collection and evaluation**

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 include SP or Demo activities, or contains insufficient information



Project Readiness Evaluation

- Assesses whether an applicant could reasonably execute the grant agreement within 1 year 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
 - Include 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.



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



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





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(s), 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.



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 that 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 **April 24, 2026, at 5:00 PM ET.**
- DOT encourages bundling supplemental planning and demonstration activities in Implementation Grants.
- **The application deadline is May 26, 2026 at 5:00 PM ET. Late applications will not be accepted.**





Q&A