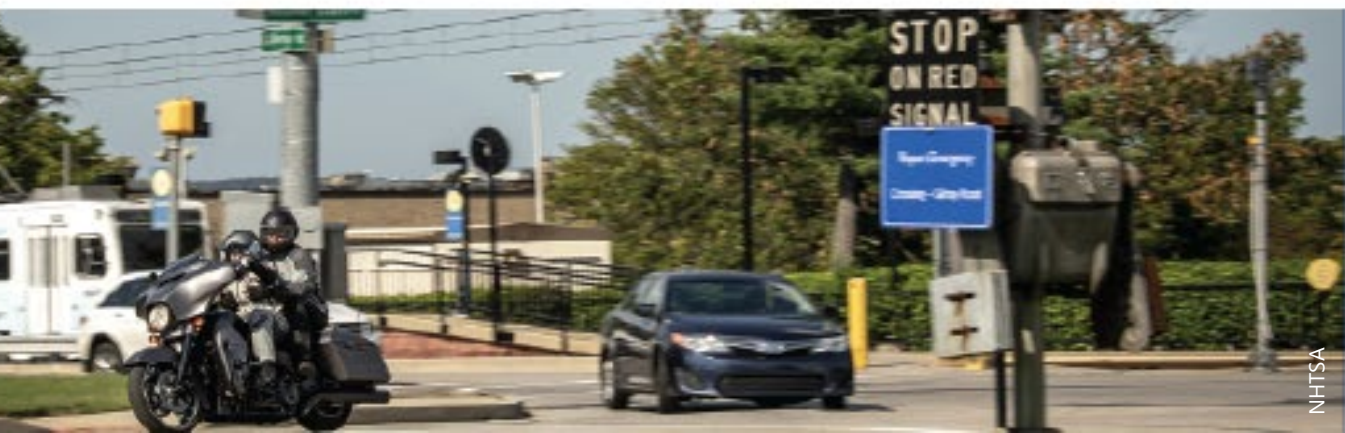




U.S. Department of Transportation

How to Apply for SS4A: Supplemental Planning and Demonstration Activities



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Welcome to the Safe Streets and Roads for All (SS4A): Supplemental Planning and Demonstration Webinar

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
 - **Call: 669-254-5252**
 - **Webinar ID: 161 700 4448**
 - **Passcode: 781795**
- 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
- Eligible Supplemental Planning and Demonstration Activities
- Examples of Funded Supplemental Planning and Demonstration Activities
- How to Apply
- Supplemental Planning and Demonstration Activity Review and Selection Process
- Tips and Tricks
- 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



Stephen Parker
Federal Highway
Administration
Office of Safety



Andrew Emanuele
Office of the
Secretary



Terra Reed
Volpe National
Transportation
Systems Center

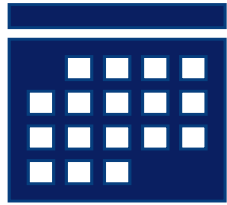


Are you in the right place?

- 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 are in the process of developing an SS4A safety Action Plan** and are curious about what additional opportunities are available to you before your plan is finalized.
 - **Your region received an FY22, FY23, FY24, or FY25 award**, and you are thinking about doing complementary activities within your local community.
 - **You have completed your safety Action Plan** but are not yet ready to apply for an Implementation Grant.
 - **You are interested in applying for an Implementation Grant** and are considering bundling supplemental planning and demonstration activities into your funding request.
- If you do not have an Action Plan in place and do not have an Action Plan in progress, we recommend starting with the SS4A "Action Plan" [webinar](#).



SS4A FY25 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

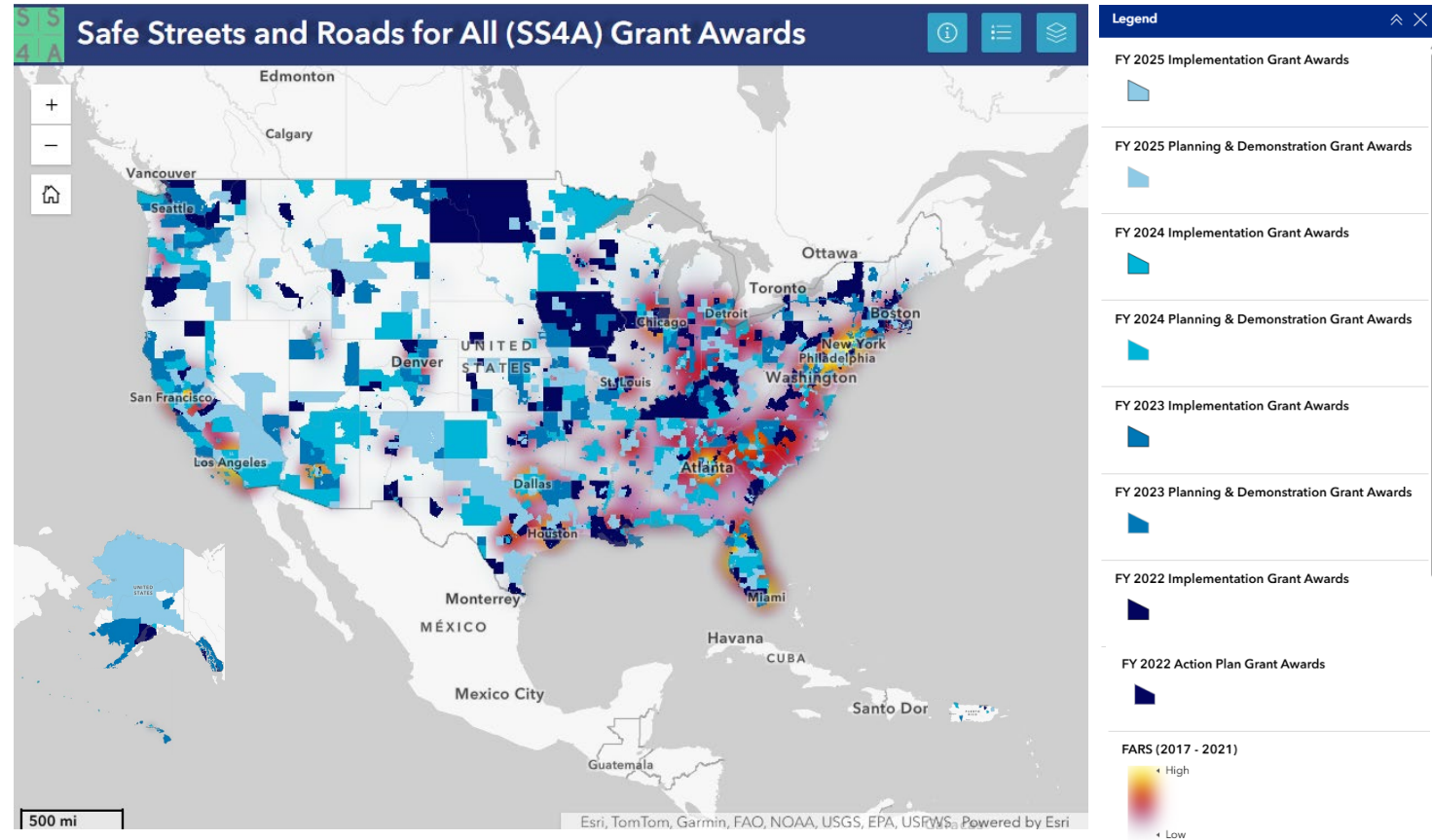
- \$5 billion competitive grant program, with ~\$1 billion per year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing projects and strategies identified in safety Action Plans
- Inclusive of all types of roadway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



Safe Streets and Roads for All Funding to Date

FY22 to 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)





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 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
- 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 may want to partner with an entity with more experience administering Federal grants

[Learn more about applicant eligibility.](#)



Eligible Activities and Grant Types

Eligible Activities:

- (A) Develop a 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) Implement 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 Activities

Action Plan

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

Supplemental Planning

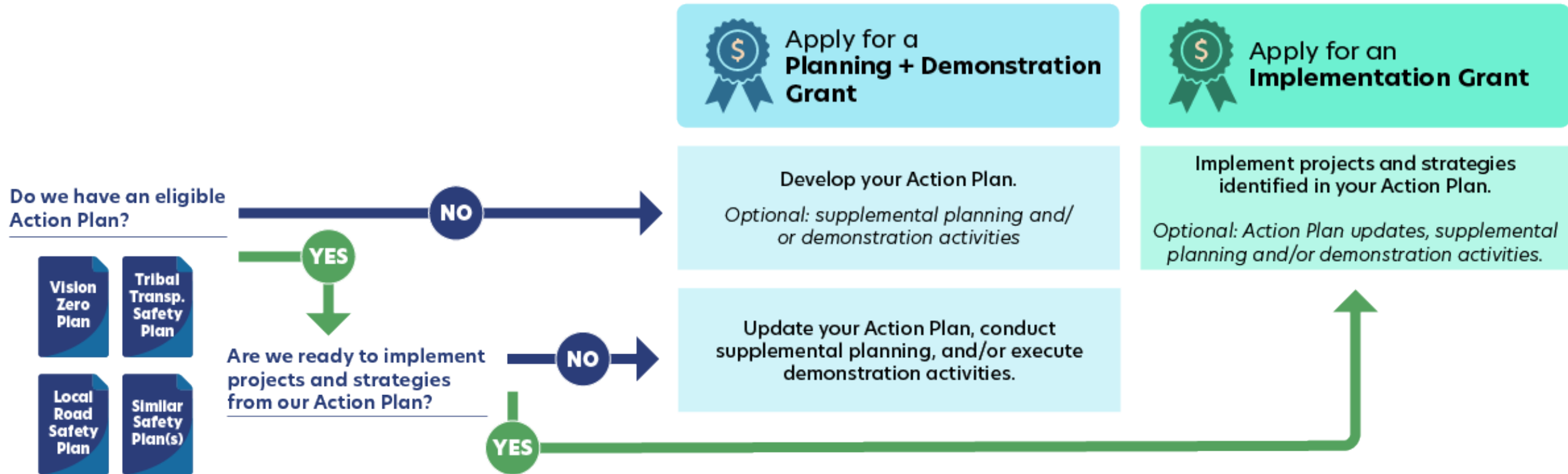
- Topical safety plans
- Road safety audits
- Additional safety analysis and data collection
- Follow-up stakeholder engagement

Demonstration Activities

- 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



Planning and Demonstration or Implementation Grant?



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



Why Apply for Supplemental Planning and Demonstration Activities?

- SS4A planning is process-oriented and iterative.
- Demonstration activities are another tangible opportunity to engage people on roadway safety.
- Demonstration activities are a low-risk way to reimagine what is possible.
- Supplemental planning can add depth and knowledge to potential safety strategies.
- Update existing Action Plans that were originally completed a few years ago.



Image Credit: Solomon Foundation





Eligible Supplemental Planning and Demonstration Activities

SS4A Action Plan Components

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Safe Streets and Roads for All Action Plan Components

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


Leadership Commitment and Goal Setting
An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

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

Safety Analysis
Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

Engagement and Collaboration
Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.

 U.S. Department of Transportation

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

[Read more about Action Plans.](#)

Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Policy and Process Changes

Strategy and Project Selections

Progress and Transparency

The final deliverable for supplemental planning is a publicly available, written document that connects to, or enhances, an Action Plan. The written product could be a standalone document or an appendix in the Action Plan itself.

The final deliverable for demonstration activities is:

- An overview of the demonstration activities performed; and
- A before/after study of the effectiveness of demonstration activities; and
- An updated Action Plan that incorporates the information gathered from the demonstration activities into the Action Plan's list of project or strategies and/or informs another part of the Action Plan.

Examples:

- Pedestrian Plan – Document in support of Action Plan
- Updated Action Plan to include leading pedestrian intervals (LPIs) as a priority project/strategy at all signalized crosswalks, based on improved driver yield rates identified through demonstration LPIs at 3-5 intersections

Example Supplemental Planning Activities

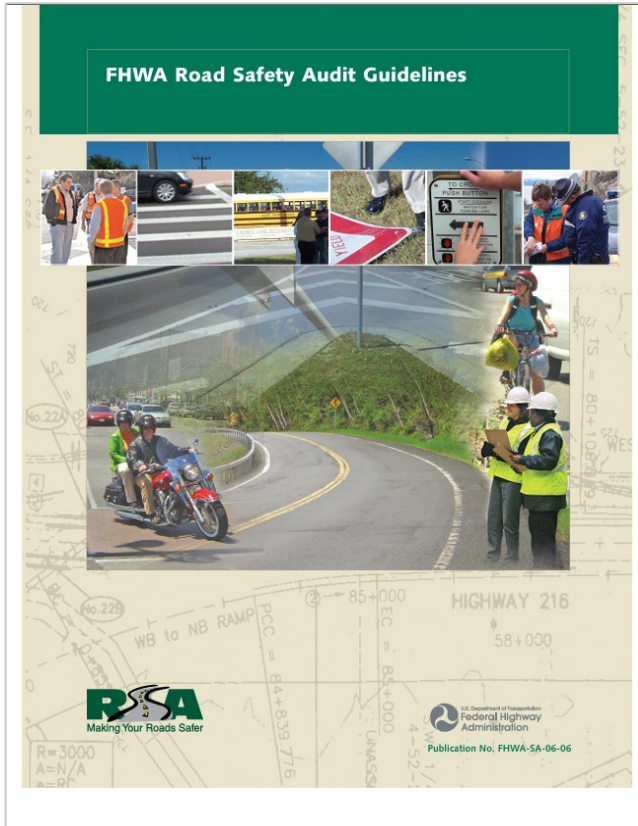


Image Credit: FHWA, 2006

- **Developing additional, complementary safety plans** focused on topics such as speed management, vulnerable road users, accessibility for individuals with disabilities, Americans with Disabilities Act of 1990 (ADA) transition plans, health, safety-focused Intelligent Transportation System implementation, lighting, emergency responder safety, or other relevant topics.
- **Road safety audits** to identify road safety issues at existing and/or future road intersections.
 - *Preliminary engineering and construction design for a project are not eligible supplemental planning activities but are eligible activities for Implementation Grant applications.*
- **Consolidating Action Plan components** contained within multiple local and/or regional plans into a single Comprehensive Safety Action Plan.

Example Supplemental Planning Activities (cont.)

- **Conducting follow-up data collection and analysis** to add to an existing Action Plan (e.g., new crash data analysis to identify updates to the High-Injury Network, Post-Crash and emergency response data collection to improve coordinated response to incidents).
- **Progress reporting** on Action Plan implementation for transparency to local stakeholders (e.g., data dashboards, summary reports of projects and strategies implemented/to be implemented).
- **Stakeholder engagement and collaboration** to inform Action Plan development.
- **Other roadway safety planning activities** that enhance or inform the development of Action Plans.

[Read more about eligible supplemental planning activities.](#)

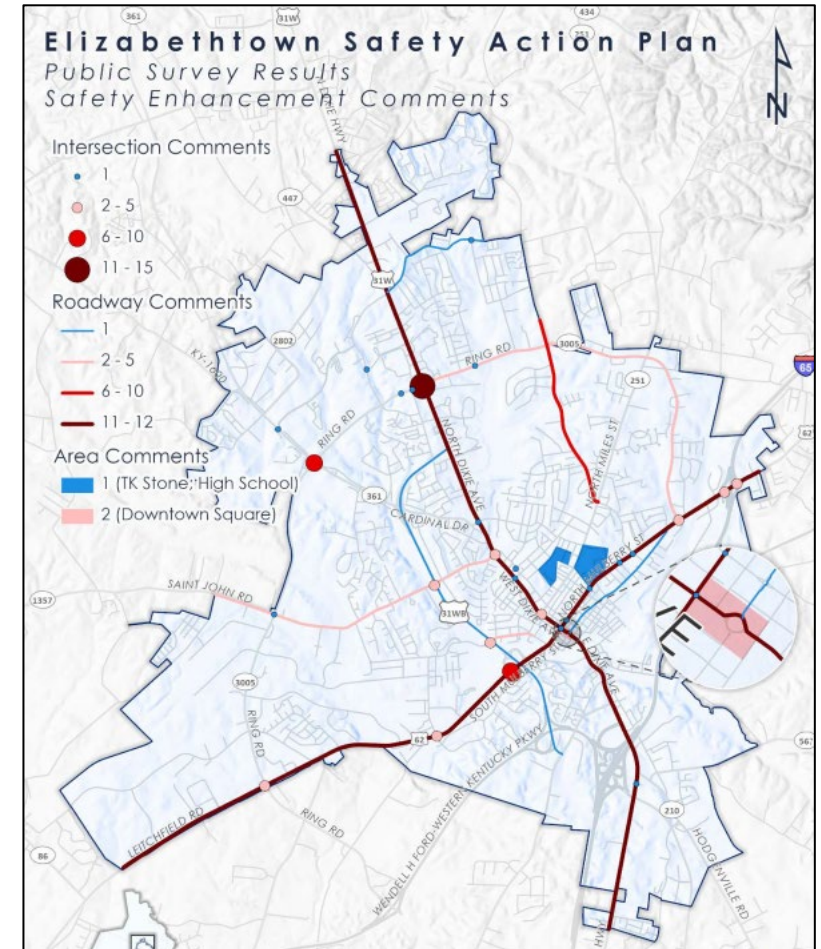


Image Credit: Elizabethtown Safety Action Plan, 2024

Supplemental Planning vs. Planning and Design

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



Example Demonstration Activities – Feasibility Studies



Image Credit: Solomon Foundation

- **Feasibility studies** using quick-build strategies, low-cost, and temporary materials that have the potential to inform future permanent future projects. Examples include:
 - Planters, temporary speed humps/bumps, and other removable safety and traffic calming improvements.
 - Paint and plastic delineator posts to experiment with impermanent roadway design changes.

Eligible Demonstration activities will inform Action Plans through **small-scale tests with **finite trial periods** which will help gauge project/strategy effectiveness and lead to project/strategy selection at a systems level.*



Example Demonstration Activities – Pilot Programs

- **Pilot programs for behavioral or operational activities**
- Examples include:
 - Trial emergency medical services (EMS) crash response activities (e.g., prehospital blood transfusion programs, emergency response coordination, and trainings for EMS staff responding to crashes).
 - Testing out, on a small scale, a new education campaign's messaging related to distracted driving or promoting the use of seat belts.
 - Pilot testing a ride share or alternative in an area that has high impaired driving crashes/fatalities.

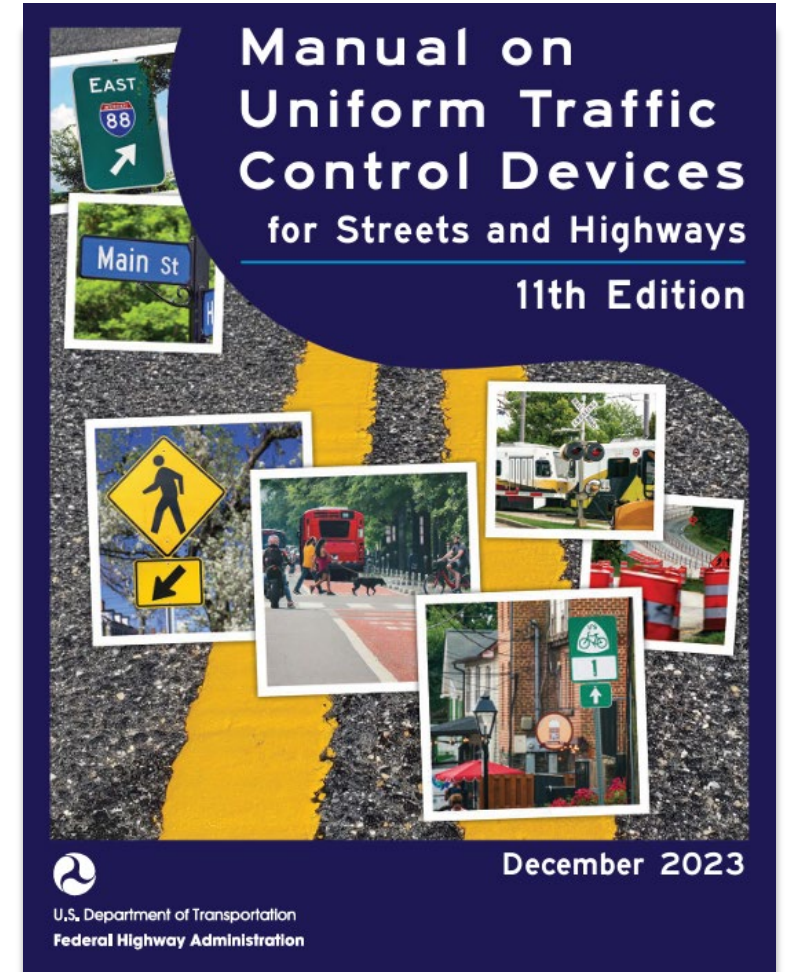


Image Credit: Solomon Foundation



Example Demonstration Activities – MUTCD Studies

- **Various MUTCD Engineering Studies** that further safety applications of the MUTCD.
- Examples include:
 - General application of roadway signage (e.g., overhead sign installations)
 - Evaluation warrants for traffic signal installation
 - Accessible pedestrian signal display installation
 - Rectangular rapid-flashing beacons for vulnerable road users
 - Mid-block or high-visibility crosswalks



Example Demonstration Activities – New Technology Pilots



Image Credit: USDOT

[Learn more about eligible demonstration activities.](#)

- **Pilot programs that demonstrate safety benefits of new technologies.** Eligible technologies must be commercially available, not yet adopted in the community, and at a prototype or advanced technological readiness level.
- Examples include:
 - Variable speed limits
 - Retrofitting public transit with dash cameras or Intelligent Speed Assist
 - Adaptive signal timing
 - Signal preemption for emergency vehicles
 - Safety warnings for wrong-way driving alerts
 - Intelligent Transportation Systems
 - Vehicle-to-infrastructure technology, especially those that use the 5.905 – 5.925 GHz spectrum frequency
 - Pilot Tele-EMS Systems
 - At-grade railroad crossing safety sensors for trains and pedestrian trespassing



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

Demonstration Activities: How to Assess Benefits

Before/after data collection and analysis

- **Speed management pilots**
 - Crash data
 - Roadway fatality/serious injury data
 - Vehicle speeds
- **Pedestrian treatment pilots**
 - Pedestrian counts/volumes
 - Street space allocations by mode/use
 - Driver yielding rates at crosswalks

Public input

- Community meetings
- Intercept surveys
- Key stakeholder interviews
- Social media engagement

Before/after photos

- Consistency of photo composition, lighting, angle, etc.
- Photos of people actively using infrastructure

Tips

- Develop a monitoring and evaluation plan
- Ensure data are relevant to your demonstration activity
- Ensure consistency across pre-/post- data collection (e.g., time of day, locations)
- Funding to support evaluation of demonstration activities





Examples of Funded Supplemental Planning and Demonstration Activities

Example Application

Montana State University Western Transportation Institute (FY24, PDG)

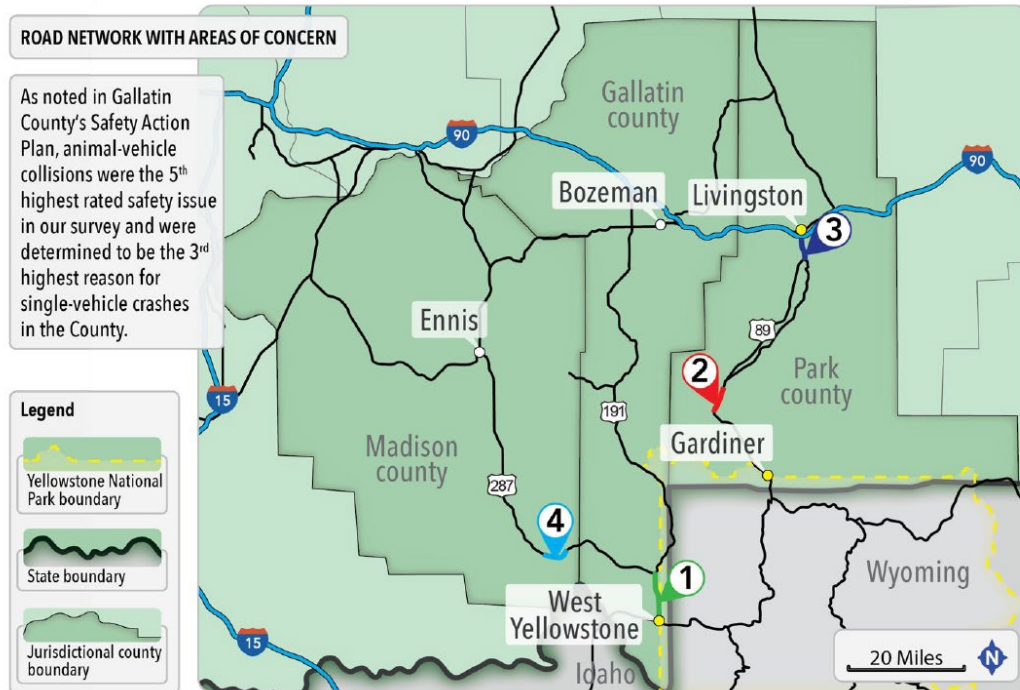


Image Credit: Montana State University SS4A FY24 Application

- Federal award: \$5,000,000
- This project will **develop Safety Action Plans**, and **conduct supplemental planning and demonstration activities** for Gallatin, Madison and Park counties in Montana as well as for the City of Labelle, Florida which shares similar safety challenges as the three counties in Montana.
- Project Highlights:
 - **Road safety audits**, Safe Routes to School Plans, and an Active Transportation Plan.
 - **Pilot of an animal (wildlife) detection system** to address frequent animal-vehicle collisions near West Yellowstone, MT
 - Other demonstration activities include **pop-up traffic calming**; laser imaging to create **digital twins** of roadway sections for potential geometric improvements for safety; Safe Routes to School activities such as a **walking school bus**

Example Application

Town of Freetown, MA (FY25, PDG)

- Federal award: \$96,000
- This project will **build a temporary roundabout** at Chace Road, Gurney Road, and Braley Road, **conduct a before-and-after evaluation**, and **publish a technical memorandum and case study to inform the Safety Action Plan for the region**.
- Project Highlights:
 - **Pilot a roundabout** using temporary materials such as high visibility paint and flex posts to reduce turning conflicts and the speeds of vehicles as they enter the roundabout
 - **Planters and temporary barriers** will be used around the median
 - **This intersection is a high-risk location identified in the region's High Injury Network**

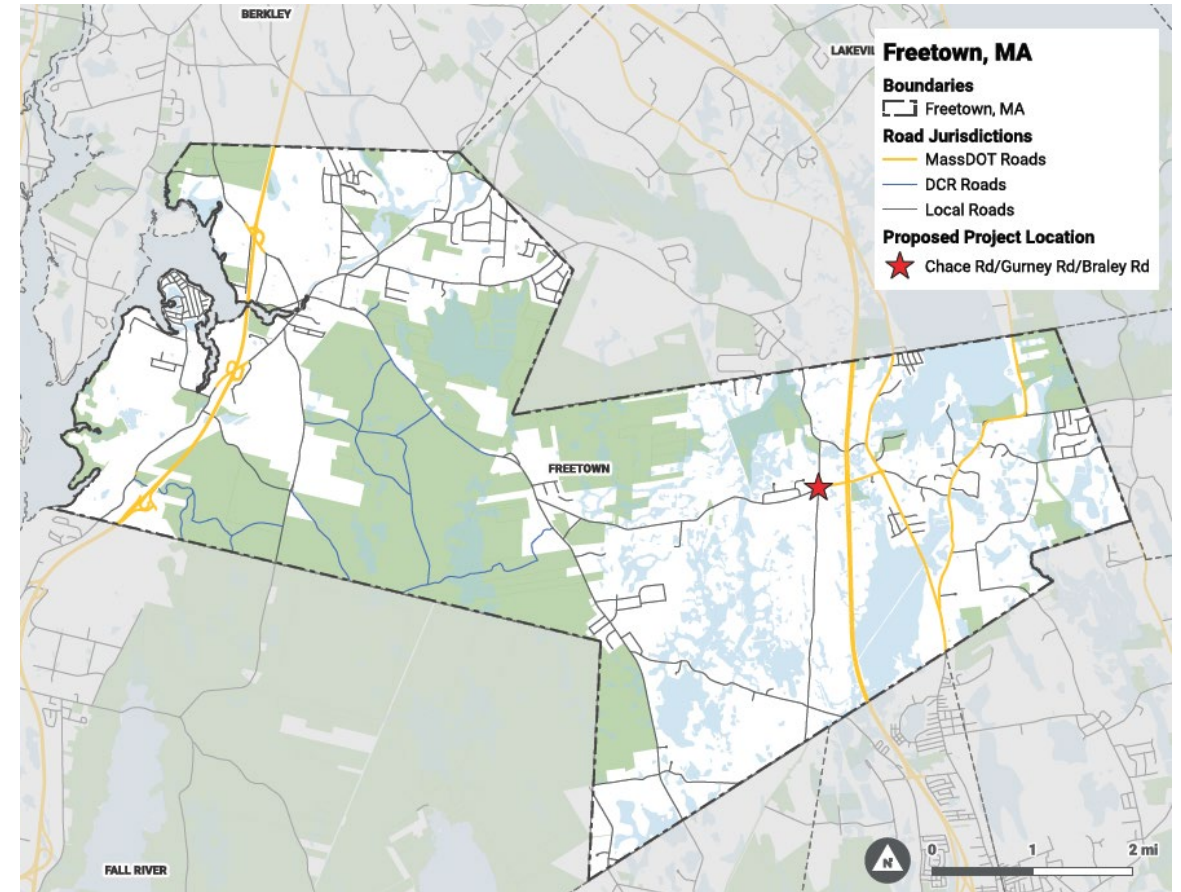


Image Credit: Town of Freetown, MA SS4A FY25 Application



Example Application

Shawnee County, KS (FY25, PDG)

- Federal award: \$4,000,000
- This project will conduct pilots for **Critical 911 Upgrades, Drone Response and Supplemental Safety Action Plan**
- Project Highlights:
 - Pilots modernized 911 and emergency communications through upgraded Computer Aided Dispatch (CAD), Geographic Information System (GIS)-based incident mapping, radio interoperability, and Auto Vehicle Location (AVL) technologies—improving crash detection, location accuracy and coordinated response across rural, high-risk corridors.
 - Strengthens emergency response coordination through Real Time Crime Center integration and Drone-as-First-Responder capabilities, reducing response times and enhancing situational awareness for severe roadway crashes in rural areas.

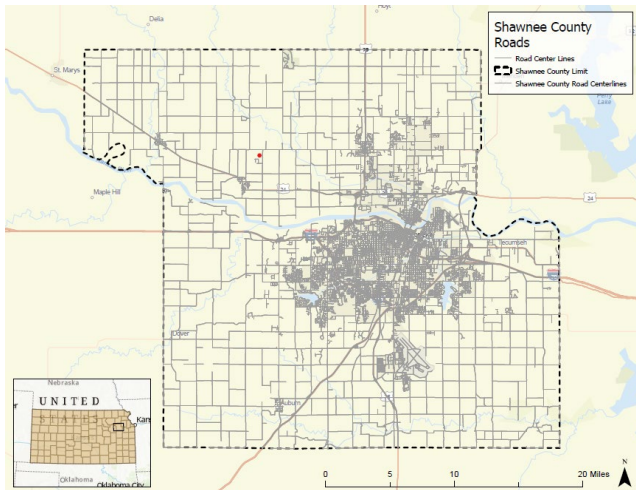


Image Credit: Shawnee County, KS SS4A FY25 Application



Example Application

County of San Benito, CA (FY25, IG)

- Total Federal award: \$7.6M, with \$200K going to supplemental planning
- This project will **implement countywide systemic safety improvements at 11 priority corridors and intersections** identified in the County's Local Roadway Safety Action Plan and conduct **supplemental safety planning**.

- Project Highlights:

- Activity C
 - Centerline and edgeline rumble strips, dynamic speed feedback signs, curve warning signs, high visibility crosswalks, and conversion of two intersections to roundabouts
- Activity A
 - Develop a **Safe Routes to School and Transit Plan** in partnership with County school **to determine gaps in the pedestrian and bike network**
 - Engage in targeted educational, enforcement, and encouragement activities for identified schools including **holding public workshops and doing survey outreach**



Image Credit: County of San Benito, CA SS4A FY25 Application





How to Apply

Application Overview

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

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

Register with Valid Eval

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

Submit on time!

- Final applications must be submitted by: **May 26, 2026**
- Applicants are strongly encouraged to submit in advance of the deadline.
- The primary contact will receive a confirmation email after submission.



Planning and Demonstration Grant Applicants

- Valid Eval Application Form
- Standard Forms (SF-424 General, SF-424A, SF-424B, and SF-424LLL)
- Narrative (2-3 pages)
- Map (PDF and Spatial File)
- Budget
- Self-Certification Eligibility Worksheet *if applicable*

Implementation Grant Applicants

- Valid Eval Application Form
- Standard Forms (SF-424 General, SF-424C, SF-424D, and SF-424LLL)
- Narrative (12-14 pages)
- Map (PDF and Spatial File)
- Budget
- Self-Certification Eligibility Worksheet *required*

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
annual 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
licking the “down arrows” icon in the top right corner of the map. Click the
n the dropdown menu and type in the relevant location.



Planning and Demonstration Grant 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
- 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



Narrative Requirements

- 2-page max if 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.
 - If requesting less than \$100,000 in funding, the narrative must explain how the scope of activities will be completed with the funding amount proposed.
- Respond to the **Safety Context** merit criterion outlined in NOFO Section G.1.i.



Implementation Grant Narratives

- Implementation Grant applications that include supplemental planning and demonstration activities **may submit up to 2 additional pages of narrative, or 14 pages total**
 - *Note:* Additional pages must be focused solely on responding to the Supplemental Planning and Demonstration Activities selection criterion
- The Implementation Grant Supplemental Planning and Demonstration Activities selection criterion uses the same language as “Safety Context” selection criterion for Planning and Demonstration Grant applications
- Narrative for the Implementation Grant Supplemental Planning and Demonstration Activities selection criterion should describe:
 - Scope of the work to be performed;
 - Roadway safety issues that necessitate safety activities; and
 - How the funded activities will inform an Action Plan.
- **For demonstration activities only, also:**
 - Describe how you will measure the potential benefits; and
 - Provide a brief schedule showing when the activities will be in place (e.g., hardware installed, when the pilot would begin, etc.), and the start/end dates of the work.



Self-Certification Eligibility Worksheet

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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

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[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)

Supplemental Estimated Budget

- All applicants are required to submit a **Supplemental Estimated Budget** summarizing the amount of funding going toward each of the three eligible activities:
 - developing a new Action Plan
 - conducting supplemental planning to update an existing plan
 - 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.

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](#)

Applies to Planning & Demo Grants





Supplemental Planning and Demonstration Activity Review and 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** (2-3 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**



Implementation Grant Merit Criteria and Considerations

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

**Applies to
Implementation Grants**



Evaluation for *Both* SS4A Grant Types

Selection Criterion #1: Safety Context (Supplemental Planning)

- For Supplemental Planning
 - ✓ A **very** clear description of the Supplemental Planning **scope of work** to be performed;
 - ✓ A **very** clear description of the **roadway safety issues** that necessitate the Supplemental Planning activities;
 - ✓ A **very** 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.

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



Evaluation for *Both* SS4A Grant Types

Selection Criterion #1: Safety Context (Demonstration Activities)

- For Demonstration Activities:

- ✓ A **very** clear description of the **scope of work** for Demonstration Activities to be performed;
- ✓ A **detailed schedule** showing when the Demonstration Activities will occur and the start/end dates of the work;
- ✓ A **very** clear description of the **roadway safety issues** that necessitate the Demonstration Activities;
- ✓ A **very** 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 **very** 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 advance safety planning, or contains insufficient information



Planning and Demonstration Grant Application Ratings

- Applicants will receive a rating of High, Medium, Low, or Non-Responsive for the Safety Context for each element of their application
 - Action Plan
 - Supplemental Planning
 - Demonstration Activities
- Applicants will receive a final merit rating using the table on the right
- Other criteria *do not* affect the overall application rating:
 - Safety Impact
 - Underserved Communities
 - Selection considerations

Overall Merit Rating	Rating Justification
Highly Recommended	All "High" or mixed "High" and "Medium". The application shows strong merit; minor weaknesses in some activities do not outweigh primary goals.
Recommended	If more than 1 element is rated "Medium", then the overall rating is "Recommended." A "Low" in any activity (like Demonstration Activities) suggests a lack of readiness that prevents a "High" overall rating.
Acceptable	If more than 1 element is rated "Low", then the overall rating is "Acceptable."
Not Recommended	Ratings that do not fit the definitions of Highly Recommended, Recommended, or Acceptable.



- 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

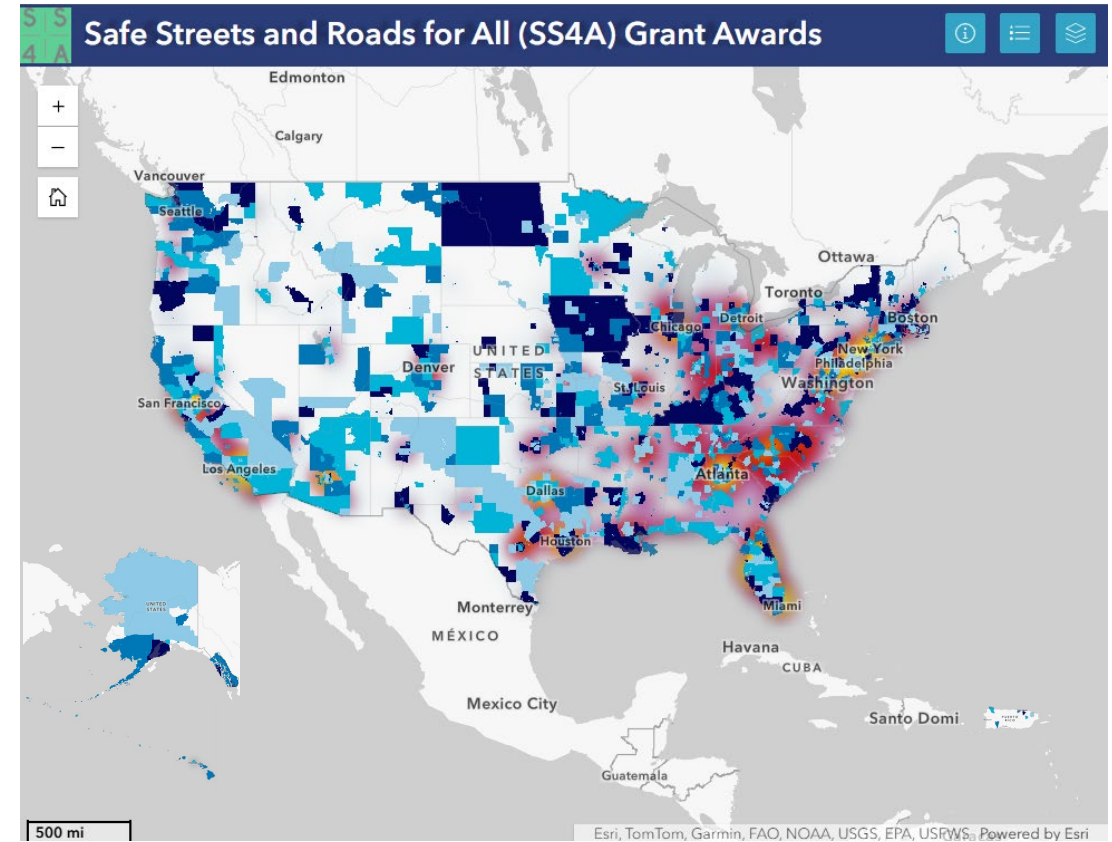




Tips and Tricks

SS4A Application Quick Tip

- Check the [SS4A cumulative awards map](#) to see if your community is already covered by an SS4A Action Plan ***before you apply***
- 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
- **For New Action Plan applicants only:** 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



[Check the SS4A Cumulative Awards Map](#)



Tips for Well-Rated Supplemental Planning and Demonstration Narratives

- The scope of the work should be well-detailed:
 - Specific activity types and their scope should be described.
 - The connection between the activities and a safety problem.
 - Locations and quantity of demonstrations to the extent known.
- **Clearly articulate how the efforts will inform, and tie back to, an Action Plan.**
- For demonstration activities, describe how you will measure success:
 - What change(s) do you expect to see?
 - How will you know the activities are successful?
 - How will demonstration activities inform which projects and strategies should be included in your Action Plan?
- Demonstration activities are different than implementing projects and strategies!



Tips for Planning and Demonstration Grant Applicants

- Applicants without complete Action Plans may request funds for supplemental planning and demonstration activities, **so long as the in-progress Action Plans are funded through the SS4A program.**
- You do not have to be the community who has/is developing the Action Plan, as long as you are within the scope of the application and coordinate with the place with the Action Plan.
- Proof of coordination (e.g., letter, email) will be required for applicants requesting to develop a new Action Plan in an area that has previously received SS4A funding to develop a new Action Plan.
- Including demonstration activities with a new Action Plan is a great way to start engaging your community to reimagine roadway safety.



Tips for Implementation Grant Applicants

- You can bundle supplemental planning and demonstration activities even if they focus on a different safety problem than your implementation projects and strategies or are at a different location.
- Funds to implement projects and strategies are **more competitive** than funds for supplemental planning and demonstration activities.
- Applicants can indicate willingness to accept partial funding for only the supplemental planning and demonstration elements of their proposal.
- Including supplemental planning and demonstration activities in an Implementation Grant application **will not** affect your chances of getting a full award.
- Submit your Action Plan(s) for pre-review to determine their eligibility.





Q&A