



# **Local Infrastructure Hub: Safe Streets for All (SS4A)**

## **Resources**

April 2025

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# **Safe Streets and Roads for All (SSR4A) Overview**

# SS4A Overview

The Safe Streets for All (SS4A) program supports states, local communities, tribes and territories **to prevent roadway fatalities and serious injuries to improve safety for all roadway users.**

The DOT encourages **both individual and joint applications** with neighboring communities.

**Applicants may only apply for one type of grant:**

1. Planning & Demonstration Grant
2. Implementation Grant



## ELIGIBILITY

- **Eligible applicants:** Political subdivision of a State (e.g., cities, towns, counties, etc.), a metropolitan planning organization (MPO), a federally recognized Tribal government, or a multijurisdictional group of entities described above.
- **Requirements:** An applicant may only apply for an Planning & Demonstration Grant or an Implementation Grant, not both. An eligible applicant may only submit one application to the funding opportunity. Planning & Demonstration Grant funding recipients are not precluded from applying for Implementation Grants in future funding rounds.



## TIMELINE

The Safe Streets for All Notice of Funding Opportunity (NOFO) is expected to be open for applications by end of June 2025. **The deadline for FY25 is June 26 at 5:00pm.**

# Types of Grant Funding



## Planning and Demonstration Grant

This funding opportunity focuses on the **development and completion of a Comprehensive Safety Action Plan, as well as demonstration activities, and other studies** that support safety initiatives aligned with a previously prepared Action Plans. Information about the Action Plan and its components can be found [here](#).



## Implementation Grant

This funding opportunity supports applicants with **constructing projects and implementing strategies called for in the Action Plan** to prevent roadway deaths and serious injuries.

*For the both the Implementation & the Planning and Demonstration Grant, applicants will not be able to submit projects primarily geared toward increasing roadway capacity or the level of service for vehicles.*



*Implementation Grant, applicants are required to have a Comprehensive Safety Action Plan as a prerequisite.*

*Cities may meet the requirement for a Comprehensive Safety Action Plan through an existing plan that is substantially similar and meets the eligibility requirements.*

Source: [Based on FY2025 NOFO](#)

# Comparison of SS4A Action Planning and Implementation

Feature	Action Planning Grant	Implementation Grant
Purpose	Develop or update a safety action plan	Implement safety improvements from a plan
Eligible Applicants	Communities without a qualifying plan	Communities with a completed, eligible plan
Funding Use	Planning, data, community engagement	Engineering, infrastructure, some planning
Examples	Risk analysis, stakeholder engagement	Building sidewalks, redesigning intersections



**TIP:** To be eligible for an **Implementation Grant**, your safety action plan must meet certain **USDOT-defined criteria**. That's why many communities start with the **Action Planning Grant** first, then apply for an **Implementation Grant** in a later cycle.



# **FY 2025 NOFO Review**

# 2025 NOFO – Key Information



**\*\*All cities are advised to read the NOFO in its entirety, which is located [here](#):**

- Total of **\$982,260,494** for FY 2025 grants
- **Implementation Grant:**
  - Funding Amount: \$580,000,000
  - Expected number of awards: 40 - 70
  - Expected funding range: \$2,500,000 - \$25,000,000
- **Planning and Demonstration Grants:**
  - Funding Amount: \$402,260,494
  - Expected number of awards: 400 - 700
  - Expected funding range: \$100,000 - \$5,000,000



# Release of 2025 NOFO – Key Information



**\*\*All cities are advised to read the NOFO in its entirety, which is located [here](#):**

- Applications due **5:00 p.m. June 26th**
- Technical questions submitted by **May 29th, 2025**

# Release of 2025 NOFO – Key Changes from 2024

- One application deadline: June 26, 2025 (*FY25 NOFO, pp 3*)
- Underserved Communities will use the same definition of Areas of Persistent Poverty this replaces previous equity criteria (*FY25 NOFO, pp 6*)
- Maximum award for Planning and Demonstration Grants decreased from \$10,000,000 to \$5,000,000 (*FY25 NOFO, pp 3*)
- Minimally updated requirements for Action Plans, Supplemental Planning, and Demonstration Grants (*FY25 NOFO, pp 45-47*)
- A limit on the number of plans (3) that can be referred to as meeting Action Plan requirements (*FY25 NOFO, pp 10*)
- Updated requirements and criteria for Implementation grants (*FY25 NOFO, pp 47-53*)
- Minimally updated components for Action Plans (*FY25 NOFO, pp 15-17*)






# Release of 2025 NOFO – A few specific changes to note

- The term “**public health**” was struck from the components of an Action Plan (FY25 NOFO, pp. 16, “Safety Analysis”)
- There is additional clarification on the ability of cities or towns being able to use “**higher jurisdiction**” action plans if they are geographically included (FY25 NOFO, pp. 9)
- The NOFO notes “whether the applicant included infrastructure reducing lane capacity for vehicles or reducing access for emergency vehicles, delivery vehicles, and vehicles serving the disabled. These applications would be viewed less favorably for the Department.” (FY25 NOFO, pp. 54)
- The Department intends to apply principles from the DOT Order, *Ensuring Reliance Upon Sound Economic Analysis* in DOT’s Policies, Programs and Activities “when evaluating applications and making award selections.” This order includes references to marriage and birthrates, children and families, among other potential added criteria that is not explicitly included in the 2025 NOFO. (FY25 NOFO, pp. 53)



# FY25 Planning & Demonstration Grant Selection Criteria

<p><b>Criterion 1</b> Safety Impact (FY25 NOFO, pg. 45)</p> 	<ul style="list-style-type: none"><li>• <b>COUNT</b> of roadway fatalities, 2018-2022</li><li>• <b>FATALITY RATE</b>, calculated using a 5-year annual average and 2020 population</li></ul> <p><b>The Safety Impact is the most important criterion.</b></p>
<p><b>Criterion 2</b> Underserved Communities (FY25 NOFO, pg. 45-46)</p> 	<ul style="list-style-type: none"><li>• <b>PERCENT</b> of population in applicant's jurisdiction that resides in an <b>Underserved Community Census tract</b> (based on 2020 Census)</li></ul>
<p><b>Criterion 3</b> Additional Safety Context (FY25 NOFO, pg. 46)</p> 	<ul style="list-style-type: none"><li>• Lead to a significant reduction / elimination of roadway fatalities and serious injuries</li><li>• Employ low-cost, high-impact strategies over wide geographic area</li><li>• Involve engaging with public and private stakeholders</li><li>• Adopt innovative technologies to promote safety</li><li>• Be evidence-based or build evidence</li></ul>

Source: [FY 25 NOFO](#)

# Recommendations for Planning Proposals

- ✓ **Read the entire NOFO** and determine suitability of application
- For smaller cities, confirm whether the County or Metropolitan Planning Organization (MPO) has an adopted Action Plan that meets the stated criteria. If so, the community should determine whether that is sufficient to support supplemental planning & demonstration activities, and whether the city should consider applying for a grant to develop an Action Plan.
- Communities who can fit their projects into action planning, supplemental planning, or demonstration should try to do so. There will be far more competition for implementation funds.
- There are certain realities within this NOFO that may cause communities to modify their applications for implementation grants. Keep at the forefront that these criteria do not dictate the state of the practice. While communities may decide to de-emphasize certain components in the specific application for SS4A, this NOFO does not set a new standard of design for safer streets.
- ✓ Proposals emphasizing **micro-mobility** safety may not be favorably viewed
- ✓ Proposals emphasizing **technology** to improve roadway safety for all users will likely be favorably viewed
- ✓ Proposals emphasizing the **safety of children**, including access to schools, will likely be favorably viewed
- ✓ Proposals within Areas of Persistent Poverty that also have **high birth and marriage rates** will likely be favorably viewed



# Key Information You Must Enter in the Application Portal (Planning Grants)

- Identified on pp 28-29 of the FY 25 NOFO
- Includes administrative identifiers, such as name, jurisdiction type
- Specific safety data: count of fatalities and fatality rate
- How underserved communities are addressed
- **Project goal (this should be used to frame your narrative summary)**
- Funding information
- Proof of coordination

# Strengthening the Narrative – Speak to the SS4A Grant Priorities

- Promote safety to prevent fatal and serious injuries on public roadways
- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities
- Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies
- Demonstrate engagement with a wide variety of public and private stakeholders
- Bonus: Consider speaking to relevant criteria from the [\*DOT Executive Order\*](#) noted in the NOFO



# FY25 Implementation Grant Selection Criteria

<p><b>Criterion 1</b> Safety Need (FY25 NOFO, pg. 48)</p> 	<p><b>** New in FY 2025 **</b></p> <ul style="list-style-type: none"><li>• The safety problem to be addressed is described, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user.</li><li>• Crashes and/or crash risk are displayed in a high-injury network or similar geospatial risk visualization.</li><li>• 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.</li></ul>
<p><b>Criterion 2</b> Safety Impact (FY25 NOFO, pg. 48-50)</p> 	<ul style="list-style-type: none"><li>• Significantly reduce or eliminate roadway fatalities and serious injuries;</li><li>• Employ low-cost, high-impact strategies over a wide geographic area;</li><li>• Include evidence-based projects and strategies.</li></ul>

Source: [FY 25 NOFO](#)



# FY25 Implementation Grant Selection Criteria

<p><b>Criterion 3</b> Engagement &amp; Collaboration (FY25 NOFO, pg. 51)</p> 	<ul style="list-style-type: none"><li>• This criterion supports the legislative requirements to assess the extent to which the application ensures investment in the safety needs of underserved communities and demonstrates engagement with a variety of public and private stakeholders.</li><li>• The response to this criterion should focus on engagement and collaboration in relation to the implementation of the projects and strategies.</li></ul>
<p><b>Criterion 4</b> Supplemental Planning &amp; Demonstration Activities (FY25 NOFO, pg. 51-52)</p> 	<p><i>Only relevant if applicant is applying for supplemental and/or demonstration activities</i></p> <ul style="list-style-type: none"><li>• DOT will evaluate these elements looking at reduction of fatalities and injuries; low-cost, high-impact strategies; public engagement; innovative technology use; utilizing evidence-based strategies</li></ul>

Source: [FY 25 NOFO](#)

# Recommendation for Implementation Proposals

- ✓ **Read the entire NOFO** and determine suitability of application
- ✓ Communities who can fit their projects into action planning, supplemental planning, or demonstration should try to do so. There will be far more competition for implementation funds.
- ✓ For communities who are applying for an implementation grant, and who are proposing street design changes that affect vehicle flow, be sure to include a full analysis showing how capacity and access is maintained in a corridor. It's important to remember that most lane conversion projects do not negatively impact capacity, and they usually positively affect efficiency, and they have proven to have a positive effect on safety. Communities should understand the risk of including street redesigns that affect vehicle travel, however **the language in the NOFO does not prohibit it.**
- ✓ Consider that, because street design changes that affect vehicle flow and/or capacity are not prohibited, if all, or a majority of, communities are proposing this activity, there is a higher likelihood it will be funded. In other words, if there aren't many or any projects to fund that avoid this activity, then the funding is more likely to go to those that include it.
- ✓ There are certain realities within this NOFO that may cause communities to modify their applications for implementation grants. Keep at the forefront that these criteria do not dictate the state of the practice. While communities may decide to de-emphasize certain components in the specific application for Safe Streets for All, this should be by no means a new standard of design for safer streets.

## Recommendation for Implementation Proposals (cont.)

- ✓ Proposals emphasizing micro-mobility safety may not be favorably viewed
- ✓ Proposals emphasizing technology to improve roadways safety for all users will likely be positively viewed
- ✓ Proposals emphasizing the safety of children, including access to schools, will likely be favorably viewed
- ✓ Proposals within Areas of Persistent Poverty that also have high birth and marriage rates will likely be favorably reviewed

# Key Information You Must Enter in the Application Portal (Implementation)

Identified on pp 35-37 of the FY25 NOFO (list below is non-comprehensive)

- Administrative identifiers, such as name, jurisdiction type
- Count of fatalities and fatality rates at jurisdiction level
- Population in underserved communities at the jurisdiction and project area levels
- Project area fatalities and serious injuries
- Roadway safety responsibility (jurisdictional)
- Roadway users that this project will specifically benefit
- Funding information
- Link to existing Action Plan

# Writing for Success: Project Readiness

## Extra “Winning” Credit!

USDOT will evaluate the **project readiness** of the project described in your application, based on whether the application:

- **Documents** all applicable local, state, and federal requirements
- Includes information on **activity schedule**; required permits and approvals; National Environmental Policy Act (NEPA) class of action and status; State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) status; public involvement; right-of-way acquisition plans; procurement schedules; multi-party agreements; utility relocation plans; and risk and mitigation strategies
- Begins any construction-related projects in a **timely manner** ([FY 25 NOFO](#), pp 39, 52, 61)



# **How to Submit Your Application**

# ValidEval – Required Information

*You will submit your application through the [ValidEval portal](#) (NOFO pg. 28-29)*

The following Key Information is required:

- Lead Applicant Name
- Lead Applicant UEI
- Eligible Entity Type
- Total Applicant Jurisdiction Population (using 2020 Census data)
- Total Count Motor Vehicle-Involved Roadway Fatalities (FARS 2018-2022 data)
- Total Average Annual Fatality Rate (per 100,000 population)
- Inclusion of Underserved Communities Census Tract(s) ([link](#))
- Project Title
- Project Goal (short description)
- Application Type

## ValidEval – Required Information (cont.)

*You will submit your application through the [ValidEval portal](#) (NOFO pg. 28-29)*

The following Key Information is required:

- Description of Supplemental Planning and Demonstration Activities (if relevant)
- Total SS4A Funding Request (federal share; 80% of total project cost)
- Total SS4A Non-Federal Share (matching funds; at least 20% of total project cost)
- Total SS4A Project Cost (funding request + non-federal share)
- Total Other Federal Funds Used
- Coordination (Proof of coordination through a letter or email if applicable)



# ValidEval – Required Documents

- [SF 424 Application for Federal Assistance](#)
- [SF 424A Budget Information for Non-Construction Programs](#)
- [SF-424B Assurances for Non-Construction Programs](#)
- **Budget Narrative**
  - Required only for demonstration or supplemental planning activities
- [SF-LLL Disclosure of Lobbying Activities](#)
- **Action Plan\***



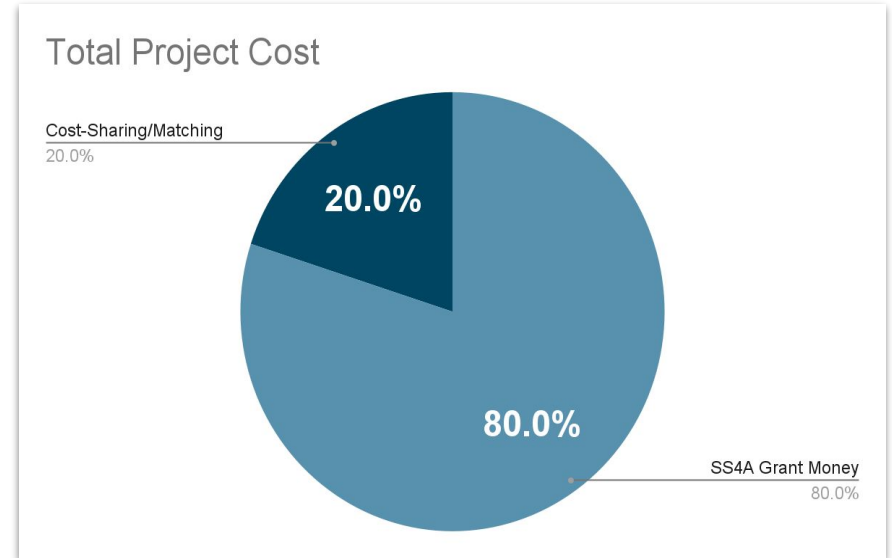
\*Required only if applying for only for demonstration or supplemental planning activities, and other conditions are not met



# **Funding, Match and Budget Guidance**

# Eligible Planning and Demonstration Expenses

- No more than **80% of total project cost** can be funded using SS4A grant money.
- At least **20% of total project cost** must be funded via cost-sharing/matching funds
- **Any cost prohibited under SS4A funding is equally prohibited when using matching funds**



See [Matching Funds for SS4A Grants | US Department of Transportation](#) for guidance

# Guidance on 20% Match – Planning and Demonstration

- 20% match **must** be met by end of PoP
- Grantees must clearly document match used on eligible costs (cash or in-kind)
- When requesting reimbursement for costs incurred, grantees must show at least 20% of incurred costs counted toward match
  - Alternatively, grantees may vary match percentage over life of project, **but only if communicated plan to DOT and track match accordingly**
- Great DOT resource on [Match and Cost Share examples](#)

# Guidance on 20% Match – Implementation

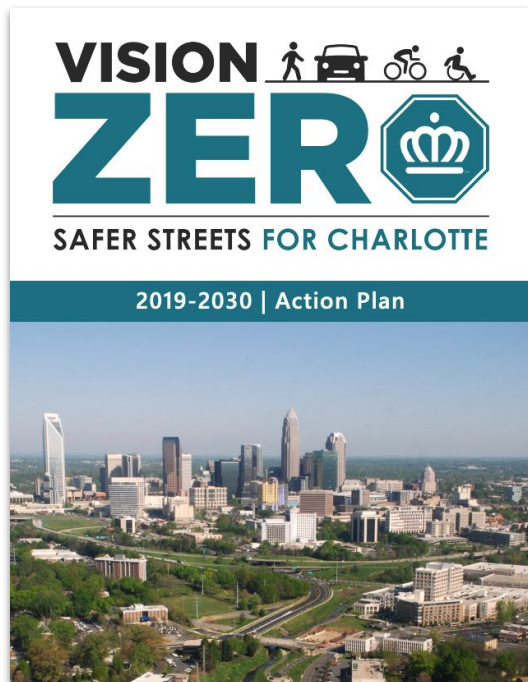
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# **Appendix**

# Example Action Plans

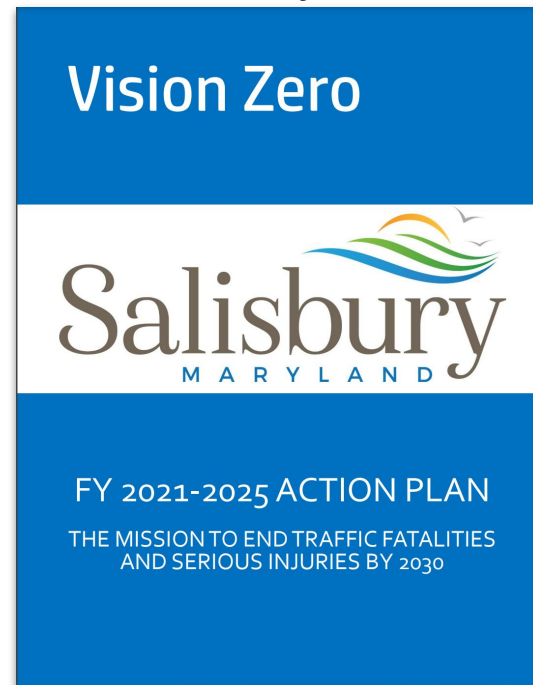
Charlotte, NC



Bellevue, WA



Salisbury, MD



Sources: [Charlotte Action Plan](#), [Bellevue Action Plan](#), [Salisbury Action Plan](#)

# Incorporating Data – FARS Data Query

The screenshot shows the FARS Data Query interface with the following sections and selections:

- Crashes** | **Vehicles** | **People** | **Drivers** | **Occupants** | **Pedestrians** | **Pedalcyclists**
- Select Fatality and/or Injury**
  - ☐ Persons Involved in Fatal Crashes
  - ☒ Persons Killed in Fatal Crashes
  - ☐ All Persons Involved in Motor Vehicle Crashes
  - ☐ Estimated Persons Involved in Injury Only Motor Vehicle Crashes
  - ☐ Estimated Persons Involved in Property-Damage-Only (PDO) Motor Vehicle Crashes
  - ☐ Estimated Persons Involved in Injury and PDO Non-Fatal Motor Vehicle Crashes
  - ☐ All Persons Involved in Motor Vehicle Crashes

\* No Region, State, County or City is available for Injury, PDO, and All crashes data.  
\*\* Changing Metric types, resets all panels to application default values.
- Select Time Frame**
  - Time Frame: **Years**
  - Range: 2008 to 2022 (with markers for 2017 and 2018)
- Select State or Region**
  - ☒ State
    - Virginia
    - All Counties
    - Richmond
  - ☐ NHTSA Region

\* County and City selections are available only when a single State is selected.  
\* Users cannot select both Cities and Counties due to potential overlapping boundaries.  
\* State/County/City/Region selections are only available for Fatal Crashes.
- Filter Your Selection (FYS)** +
- Build Your Report (BYR)** +
- Query Criteria Selected**

People ▶ Persons Killed in Fatal Crashes ▶ Years: 2017-2022 ▶ Report Type: Table > Rows (Crash Date (Year)); Columns (Crash Date (Month)) ▶ Virginia ▶ Richmond ▶ Person Fatal/Injury Type (Fatal);
- Click Submit to Generate Report or Click Reset to Reset Query Selected**
- Submit** **Reset**

1. Select People
2. Select "Persons Killed in Fatal Crashes"
3. Select range of years
4. Select State, leave county blank, and select your city/town/village.

This tool will show annual fatality counts



# Expect New Guidance During and After Review Period

*Example: New DOT guidance update as of Jan 2025*

1. **Utilize user-pay models;**
2. **Direct funding to local opportunity zones** where permitted;
3. To the extent practicable, relevant, appropriate, and consistent with law, **mitigate the unique impacts of DOT programs, policies, and activities on families and family-specific difficulties**, such as the accessibility of transportation to families with young children, and give preference to communities with marriage and birth rates higher than the national average (including in administering the Federal Transit Administration's Capital Investment Grant program);
4. **Prohibit recipients of DOT support or assistance from imposing vaccine and mask mandates;** and
5. **Require local compliance or cooperation with Federal immigration enforcement** and with other goals and objectives specified by the President of the United States or the Secretary.

**National average birth rate  
(2022) ([source](#))**

11.0 per 1,000 population

**National average marriage rate  
(2022) ([source](#))**

16.7 per 1,000 population



Full memo of [New  
Guidance](#)

# Calculating 5yr Average Annual Fatality Rate

$$\begin{array}{c} \text{Total fatalities} \\ \left( \frac{130/5}{226,610} \right) \\ \text{population} \end{array} \begin{array}{c} \text{Number of years} \\ \end{array} \times 100,000 = \left( \frac{26}{226,610} \right) \times 100,000 = \mathbf{11.47}$$

**11.47 Average annual fatality rate per 100,000 pop.**



# **Tools & Resources**



## Tools and Templates

The following resources can help **strengthen core components** of your grant application

### Federal Forms and Compliance Requirements

- [SS4A FY2025 NOFO](#)
- [SS4A Standard Forms Fact Sheet](#)
- [Matching Funds for SS4A Grants](#)
- [Valid Evaluation Registration](#)

### Webinars and Resources:

- [Webinar Series: Safe Streets and Roads for All Grants | US Department of Transportation](#)
- [SS4A Suggested Resources](#)
- [NLC Federal Grant Navigator](#)



## Tools and Templates

The following resources can help **strengthen core components** of your grant application

### Guides and How - To's

- [How to Apply for the SS4A Opportunity](#)
- [SS4A Planning and Demonstration Grant Application Checklist](#)
- [Safe Streets and Roads for All Action Plan Components](#)
- [Eligible Uses of SS4A Funding](#)
- [SS4A Match and Cost Share Examples](#)

### Planning and Writing Tips

- [Bloomberg Cities: What are common pitfalls in grant writing and planning?](#)



## Tools and Templates

The following resources can help **strengthen core components** of your grant application

### Federal Safety and Strategy Guidance

- [USDOT National Roadway Safety](#)
- [USDOT Zero Deaths and Safe System Approach](#)
- [FHWA Proven Safety Countermeasures](#)
- [ROUTES initiative](#)

### Federal Compliance and Grant Systems

- [USDOT Navigator](#)
- [eCFR :: 2 CFR 200.317 -- Procurements by states.](#)
- [eCFR :: 2 CFR Part 200 Subpart E -- Cost Principles](#)
- [eCFR :: 2 CFR Part 200 Subpart F -- Audit Requirements](#)
- [Standards for Internal Control in the Federal Government | U.S. GAO](#)
- [Home | GRANTS.GOV](#)
- [SAM.gov | Home](#)



## Tools and Templates

The following resources can help **strengthen core components** of your grant application

### Community Engagement Tools and Approaches

- [NLC Safety First Challenge for Safer Streets](#)
- [Cities of Service's Citizen Engagement Techniques](#)
- [The Community Engagement Spectrum](#)
- [Michigan State University: Guidebook to Community Engagement](#)
- [Depaul University: What is Asset Based Community Development \(ABCD\)](#)
- [Community Engagement Workbook](#)