

Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant Application Guide and Narrative Template April 24, 2024

The following information and narrative template were developed based on guidance provided by the U.S. Department of Transportation (U.S. DOT) in the [FY2025 SS4A Notice of Funding Opportunity](#) (NOFO), available resources on the [SS4A Program Webpage](#), from U.S. DOT Staff during [FY2025 SS4A Informational Webinars](#)¹, and grant-writing best practices. This guide was initially developed from information shared during a prior round of funding, and while we have made attempts to update the information to match the current NOFO, there may still be discrepancies, and if so, please follow the information provided in the NOFO. Following this guide and narrative template does not guarantee a funding award.

SS4A grants seek to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development of Action Plans and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. Funds will be awarded on a competitive basis to support planning, infrastructure, and behavioral and operational initiatives.

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](#)



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Safe System Approach: <https://www.transportation.gov/safe-system-approach>

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

¹Link to presentation slides from the 2025 Action Plan webinar:
<https://www.transportation.gov/grants/ss4a/ss4a-action-plan-grant-how-apply-webinar>


Three types of activities are eligible for Planning and Demonstration grants:

1. Develop a Comprehensive Safety Action Plan (“Action Plan”) (Activity Type A); *
2. Conduct supplemental safety planning to enhance an Action Plan (Activity Type A1); and
3. Carry out demonstration activities to inform the development of, or an update to, an Action Plan (Activity Type A2).

*Note: CROG Member Municipalities can use the current [Regional Transportation Safety Plan \(RTSP\)](#) and [Metropolitan Transportation Plan \(MTP\)](#) to meet the Comprehensive Safety Action Plan requirements to qualify for Supplemental Planning and Demonstration grants. CROG received an FY2022 SS4A Planning grant award to update and enhance the RTSP (track progress and get involved on the [project webpage](#)).

SS4A Application Quick Tip

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



Awards map:
<https://www.transportation.gov/grants/ss4a/cumulative-awards>

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Review prior awards to ensure your application is not considered duplicative:
<https://www.transportation.gov/grants/ss4a/cumulative-awards>

How to Address Overlap and Duplication Before Applying

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

Regional Coordination

Per the NOFQ, an application may be flagged as duplicative if it request funds to develop a new Action Plan when another jurisdiction in the same area is already preparing an Action Plan using SS4A funding and/or the application requests funds to develop a new Action Plan in the same area as another FY25 application.

Applicants are encouraged to coordinate with local/regional entities to ensure no duplication in FY25 SS4A funding requests to develop a new Action Plan.

In addition, if your application type is to "Develop or Update an Action Plan", please refer to the map at <https://www.transportation.gov/grants/ss4a/cumulative-awards> to identify whether an SS4A award to develop or update an Action Plan was made in your region in a previous funding round. After reviewing the map and awardee list, respond to the questions below.

Previous year funding

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

No

Yes, our jurisdiction received a previous award to develop or complete an Action Plan

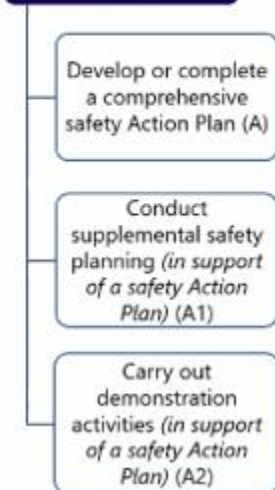
Yes, our jurisdiction is located in a region that received a previous Action Plan award

Not Applicable

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

I affirm that relevant entities will be coordinated with

Planning and Demonstration



This guide provides information about **Eligible Activities (A), (A1), and (A2)** described in this image, and further described below. See the Implementation Grant guide for information about additional Eligible Activities.

- [Eligible Action Plan Activities](#)
- [Eligible Supplemental Planning Activities](#)
- [Eligible Demonstration Activities](#)

Pre-construction planning activities such as environmental reviews, preliminary engineering and design for specific projects in an Action Plan cannot be funded using a Planning and Demonstration Grant. Instead, consider applying for an **Implementation Grant**. A separate Application Guide and Narrative Template document is available for Implementation Grant Applications.

Planning and Demonstration Activities

Action Plan

- Develop, update, 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
- Safe Routes to School plans

Demonstration Activities

- Feasibility studies using quick-build strategies
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies



Demonstration Activities: How to Assess Benefits

| Before/after data collection and analysis | Public input | Before/after photos | Tips |
|--|--|---|---|
| <ul style="list-style-type: none"> • Speed management pilots <ul style="list-style-type: none"> ◦ Crash data ◦ Roadway fatality/serious injury data ◦ Vehicle speeds • Pedestrian treatment pilots <ul style="list-style-type: none"> ◦ Pedestrian counts/volumes ◦ Street space allocations by mode/use ◦ Driver yielding rates at crosswalks | <ul style="list-style-type: none"> • Community meetings • Intercept surveys • Key stakeholder interviews • Social media engagement | <ul style="list-style-type: none"> • Consistency of photo composition, lighting, angle, etc. • Photos of people actively using infrastructure | <ul style="list-style-type: none"> • 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 |



Application Deadline: June 26, 5 pm (both Planning & Demonstration Grants and Implementation Grants)

Available Funding in FY2025

- **\$302M** is available for Planning and Demonstration Grants

Award Amounts

Expected Minimum: **\$100,000**

Expected Maximum: **\$5,000,000**

Cost Share

At least 20% of total eligible project costs must be from non-Federal sources. This local match may be from in-kind or cash contributions in accordance with applicable Federal Regulations.

Learn more about cost share/matching funds: <https://www.transportation.gov/grants/ss4a/match>

Period of Performance

The expected period of performance for Planning and Demonstration Grants is between twelve (12) months and five (5) years, depending on project scope. The performance period may not exceed five (5) years.

Expected Award Size and Requirements

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

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

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

Requirements

- 80% Federal | 20% local match
 - In-kind contributions can be used as match
- Set aside for planning and demonstration activities is ~\$302 million in FY25
 - Developing new Action Plans, as well as supplemental planning and demonstration activities
 - **Supplemental planning and demonstration activities included in an Implementation Grant count toward set aside**
- No more than 15% of funds can be awarded to projects in a single State in a given fiscal year
 - Tribal applications are not counted toward the State cap

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Application Process

Applicants may only apply for either a Planning and Demonstration Grant or an Implementation Grant.

Applicants must be registered with System for Award Management (SAM) and have a Unique Entity Identifier (UEI). Many municipalities are already registered with SAM and have UEIs, but please take a few minutes to confirm this – it may take several weeks to register. More information is available at <https://sam.gov/content/home>.

Submit technical questions about the SS4A program to U.S. DOT: ss4a@dot.gov by **May 29**.

Review Frequently Asked Questions: <https://www.transportation.gov/grants/ss4a/faqs>

Submit applications through the online application portal, ValidEval, before the deadline:

https://usg.valideval.com/teams/usdot_ss4a_2025_planning_demo/signup

Required Application Materials – see U.S. DOT’s [Application Checklist](#)

**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
- Budget
- Self-Certification Eligibility Worksheet *if applicable*

- **Standard Forms (SFs)*** – see U.S. DOT’s [Standard Form HELP](#) document and [Fact Sheet](#) for more information. Here is the list of SFs available for download at ValidEval:
 - [Application for Federal Assistance \(SF-424\).](#)
 - [Budget Information for Non-Construction Programs \(SF-424A\).](#)
 - [Assurances for Non-Construction Programs \(SF-424B\).](#)
 - [Disclosure of Lobbying Activities \(SF-LLL\).](#)

*If you have difficulty viewing the SF PDFs or receive the following message, download the files then open them directly. While Adobe Reader is referenced, you may not need to update your software.

The document you are trying to load requires Adobe Reader 8 or higher. You may not have the Adobe Reader installed or your viewing environment may not be properly configured to use Adobe Reader.

For information on how to install Adobe Reader and configure your viewing environment please see http://www.adobe.com/go/pdf_forms_configure.

- **Key Information Questions** - enter responses directly in [ValidEval](#).
Figure 1 Excerpt of Table 2 from p.28-29 of NOFO

| Title | Instructions |
|---|--|
| Lead Applicant Name | This should be consistent with Q. 8.a. of the SF-424. |
| Lead Applicant Unique Entity Identifier (UEI) | See Section F.2 for more information about obtaining a UEI from SAM.gov. |
| Eligible Entity Type | See Section C.1. |
| Total Applicant Jurisdiction Population | Source: 2020 U.S. Census data. |
| Total Count Motor Vehicle-Involved Roadway Fatalities that includes the last 5 years of data made available in the Fatality Analysis Reporting System (FARS) during the NOFO period | From the Fatality Analysis Reporting System (FARS) for the applicant jurisdiction. Use 2018-2022 data. |
| Total Average Annual Fatality Rate (per 100,000 population) | The fatality rate calculated using the 5-year annual average from the <i>total count of fatalities</i> based on FARS data from 2018-2022, divided by the population of the applicant's jurisdiction based on 2020 U.S. Census population data. |
| Inclusion of Underserved Communities Census Tract(s) | Whether the jurisdiction(s) covered by this application are, or include, underserved communities. |
| Project Title | A concise, descriptive title for the project. This should be the same title used in the SF-424 form and the application narrative. |
| Project Goal | A short description of the safety problem(s) to be solved and how this project will address it. |
| Application Type (select all that apply) | <ul style="list-style-type: none"> • Develop a new Action Plan; |

| | |
|---|--|
| | <ul style="list-style-type: none"> • Update/add to an existing local safety plan to meet the requirements of an SS4A Action Plan as described in Table 1 of the NOFO; • Develop or update an Action Plan and conduct Demonstration or other Supplemental Planning activities; or • Conduct Demonstration or other Supplemental Planning activities only. |
| Description of Supplemental Planning and Demonstration Activities (if relevant) | See Section D.2.i. |
| Total SS4A Funding Request | Must be a whole number (no cents). |
| Total SS4A Non-Federal Share | Must be equal to, or greater than, 20% of total project cost. |
| Total SS4A Project Cost | Sum of Total Federal Funding Request and Total Local share/Match. |
| Total Other Federal Funds Used | Must be a whole number (no cents). Other Federal funds may include funds directly received from a Federal agency or funds received through a pass-through agency (e.g., State governmental agency) that originated as Federal funds. |
| Coordination | Proof of coordination (e.g., letter, email) from entities in your jurisdiction which have previously received SS4A funding to develop a new Action Plan and/or have submitted an FY25 application requesting funds to develop a new Action Plan. Proof of coordination should come from ALL relevant entities affirming they are aware of your application and the need for coordination to avoid duplication of efforts. Required for those requesting funding to develop a new Action Plan only. |

Figure 2 Excerpt of Table 2 from p.28-29 of NOFO

Tips when answering the Key Information Questions in Valid Eval:

- For jurisdiction population, use Census Tract data from U.S. Census 2020; include all tracts that best align with your jurisdiction.
- For crash data, you may use a different source than FARS, but you must cite the source (provide a link, if available), and use reported data for years 2018-2022. Please keep in mind that U.S. DOT is looking for the number of people in crashes (not the number of crashes).

Calculating Key Application Data


Fatality Count



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

Example: 217 fatalities

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




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

÷

5

÷



Total jurisdiction population

× 100,000 Persons

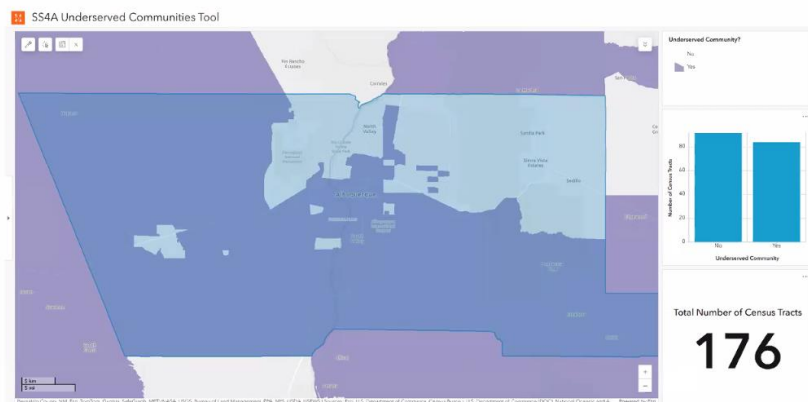
Example: 217 fatalities ÷ 5 years = 43.4 avg fatalities
43.4 avg fatalities ÷ 1,255,296 population = 0.0000346
0.0000346 per capita × 100,000 =
3.46 fatalities per 100,000 persons

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

- To determine whether your jurisdiction is entirely, partially, or not included within an underserved community, use the SS4A Underserved Communities Tool: <https://usdot.maps.arcgis.com/apps/dashboards/9806be8527b14f93be311f0fb57d336e>

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](#)

Required Application Materials, continued:

- **Narrative** - more information below; upload a PDF to ValidEval.
- **Self-Certification Eligibility Worksheet** (required for supplemental planning and/or demonstration activities) – CRCOG can send you a recommended Worksheet, which you can upload as a PDF to ValidEval.

Self-Certification Eligibility Worksheet

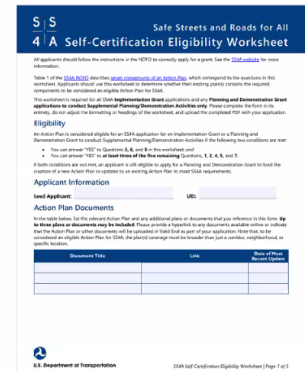
Potential Implementation Grant applicants may submit their Action Plans for a pre-application eligibility review by May 9th

Required:

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

Plus at least 3 of the following:

- Commitment to eliminate roadway fatalities, and a safety goal
- Task force responsible for the Action Plan
- Meaningfully engaged public, stakeholders, partner agencies
- Approach to updating existing plans, policies, guides
- Metrics to assess progress over time



- **Map** – submit a map in PDF and spatial format (e.g., Shapefile, .KML) that shows your jurisdiction and highlight’s the roadway network; if you are requesting funds for **demonstration activities**, then you should include the locations of any proposed demonstration pilots if known. Upload the map file(s) to ValidEval.

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

COSTS AND METRICS:

- Estimated cost of \$460,000 per mile
- 176 miles of proposed safety projects
- Approximately \$7.9 million of improvements

Typical project characteristics:

- Rehabilitation of street space ("Paint & posts")
- Quick build, quick impact
- To be completed within approximately 1 year of grant award

COSTS AND METRICS:

- Estimated cost of \$1,400,000 per mile
- 53.7 miles of proposed safety projects
- Approximately \$19.3 million of improvements

Typical project characteristics:

- Full scope redesign ("Concrete & curbs")
- More substantial design & traffic interventions
- Long-term safety investments

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See the “Preparing your Spatial Data File” application aid for more information:
<https://www.transportation.gov/grants/ss4a/preparing-your-spatial-data-file>

- **Planning and Demonstration Grant Supplemental Estimated Budget** – use U.S. DOT’s recommended [Template](#); upload the xls file to ValidEval. Total project cost, SS4A Federal Share, and SS4A cost sharing/match figures provided in this table should be consistent with the figures provided in SF-424 and SF-424A.

Action Plan Updates

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Award Condition: Comprehensive Plans

- You must update your Action Plan as a condition to receiving a grant award **IF**:
 - You have any "No" responses on the Self-Certification Eligibility Worksheet, **OR**
 - The Action Plan(s) does not include all road users.
- You can request supplemental planning funding for this!
- **Award considerations:**
 - Applicants which received SS4A funding in a previous round to develop or update an Action Plan.
 - Applicants with finalized Comprehensive Safety Action Plans that include all components in Table 1 of the NOFO.



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Narrative Requirements:

Planning and Demonstration Grant Narratives

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- Maximum 2-page application narrative for Federal funding requests under \$1,000,000.
 - If requesting \$1,000,000 or more in Federal funds, the narrative must be no longer than 3 pages.
- Narrative should respond to the **Additional Safety Context** selection criterion outlined in NOFO Section G.1.i.c.
- The Department will assess whether the applicant has described:
 - Scope of the work to be performed;
 - Roadway safety issues that necessitate further Action Plan development; and
 - How the funded activities will inform an Action Plan.
- **For demonstration activities only:**
 - 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) and the start/end dates of the work.



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- 2-pages max for funding requests under \$1M; 3-pages max for funding requests of \$1M or more
- Font Size: no less than 12-point Times New Roman
- Margins: Minimum 1-inch, all sides
- Include Page Numbers
- Upload PDF to ValidEval

Purpose: Respond to Selection Criteria of Section G.1.i of the NOFO and affirm alignment with program safety considerations and address the criteria.

If you are requesting funding for **demonstration activities** to inform an Action Plan, **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**. If anticipated to be a schedule constraint, include in the narrative any potential timeline implications of meetings administration requirements in Section F such as domestic preference and any required waivers, the National Environmental Policy Act requirements, as well as any applicable permitting and approval timeframes.

General Tips:

- The goal of this program, and of grant reviewers, is to significantly reduce fatalities and serious injuries on the nation’s roadways.
- Create a clear, concise, logical narrative that meets selection criteria.
- Tell a compelling story, making connections about why your project needs the funding to solve the problem, and why the solutions you are proposing will solve the problem.
- Clearly define the safety problem that needs to be solved and clearly describe how your project will solve this problem.
- Tie detailed statements to evidence and data.
- Provide quantified or illustrative examples.
- Use pictures, maps, and other graphics to help tell the story and make your application interesting.

Selection Criteria (Section G.1.i of the NOFO, p. 45-47):

Planning and Demonstration Grant Selection Criteria NOFO
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What's different for Planning and Demonstration Grant applicants including supplemental planning and/or demonstration activities?

- Address requirements in Selection Criterion #3: "Additional Safety Context" in a 2- to 3-page application narrative
- Budgets should delineate costs:
 - Develop an Action Plan
 - Conduct supplemental planning
 - Carry out demonstration activities
- Safety Impact and Underserved Communities selection criteria are the same across applicants with/without supplemental planning and/or demonstration activities
- Award Considerations:
 - 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.

Safety Impact

Underserved Communities

Additional Safety Context

Budget Costs

New in FY25

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#1 Safety Impact

Show how your activities will support a significant reduction or elimination of roadway fatalities and serious injuries involving various road users within the timeframe you proposed. Provide two quantitative ratings:

1. The count of roadway fatalities from 2018-2022 data based on DOT's FARS data, an alternative traffic crash dataset, or a comparable data set with roadway fatality information.
2. The fatality rate, which is calculated using a 5-year annual average from the total count of fatalities (based on FARS data or an alternative traffic crash dataset from 2018-2022) divided by the population of the applicant's jurisdiction based on 2020 population data from the U.S. Census. The rate should be normalized per 100,000 persons.

#2 Underserved Communities

Provide the percent of the population in your jurisdiction that resides in an Underserved Community Census tract. Population of a Census tract, either a tract that is an Underserved Community or not, must be based on 2020 U.S. Census data.

#3 Additional Safety Context

Explain the scope of work to be performed; the roadway safety issues that necessitate further Action Plan development, supplemental planning, and /or demonstration activities, as applicable. Then show how the funded activities will be used to inform an Action Plan and identify projects and strategies that will:

- Lead to a significant reduction or elimination of roadway fatalities and serious injuries involving various road users;
- Employ low-cost, high-impact strategies that can improve safety over a wider geographical area;
- Involve engaging with a variety of public and private stakeholders;
- Adopt innovative technologies to promote safety; and
- Be evidence-based or build evidence around what works.

If you are applying to carry out demonstration activities to inform the development of an Action Plan, be sure the demonstration activities are clearly explained and how data collection and evaluation will be performed to measure potential safety benefits.

Evaluation: Additional Safety Context Criterion

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- The Department will assess the narrative’s alignment with the Additional Safety Context selection criterion and will assign a rating of “High,” “Medium,” “Low,” or “Non-Responsive.”

| | High | Medium | Low | Non-Responsive |
|---------------------|--|--|---|--|
| Rating Scale | The application is very responsive to the criteria and is expected to advance safety planning. The narrative has clear descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will strongly inform an Action Plan. | The application is responsive to the criteria and is performing safety planning activities. The narrative has descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will inform an Action Plan. | The application is minimally responsive to the criteria. The proposed approach is weakly tied to an Action Plan. | The narrative indicates the proposal is counter to the criteria, does not contain sufficient information, or is not connected to an Action Plan. |
| | For demonstration activities only: The narrative clearly describes how the activities will be measured and evaluated. | For demonstration activities only: The narrative describes how the activities will be measured and evaluated. | For demonstration activities only: The narrative provides minimal detail on how the activities will be measured and evaluated. | For demonstration activities only: Detail on how the activities will be measured and evaluated are not included. |

Additional Consideration: Budget Costs

Next explain how the budget and costs to perform the activities required to execute the Planning and Demonstration Grant are reasonable, necessary, and allocable based on [2 CFR § 200.404](#) and [405](#). Clearly delineate how the Federal funds requested are broken down between developing an Action Plan, conducting supplemental planning to update an existing plan, and/or carrying out demonstration activities to inform the development or update of an Action Plan.

If the amount requested is under \$100,000, U.S. DOT will also review whether costs are reasonable and adequate.

Award Consideration: High Fatality Rates

Finally, include the roadways fatality rate per 100,000 persons. U.S. DOT may prioritize applications with a quantitative fatality rate of 17.5 fatalities per 100,000 persons or greater. Link to non-exhaustive list of communities with high fatality rates:

<https://www.transportation.gov/grants/ss4a/fatality-rate-consideration>

Award Consideration: No Prior SS4A Funding

Priority may be given to applicants that have not previously received SS4A funding.

Application Evaluation

Evaluation for *Both* SS4A Grant Types

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The Department will assess the narrative’s alignment with the selection criterion and will assign a rating of “High,” “Medium,” “Low,” or “Non-Responsive.”

| | High | Medium | Low | Non-Responsive |
|---------------------|---|---|--|--|
| Rating Scale | <p>The application is very responsive to the criteria and is expected to advance safety planning. The narrative has clear descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will strongly inform an Action Plan.</p> <p>For demonstration activities only: The narrative clearly describes how the activities will be measured and evaluated.</p> | <p>The application is responsive to the criteria and is performing safety planning activities. The narrative has descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will inform an Action Plan.</p> <p>For demonstration activities only: The narrative describes how the activities will be measured and evaluated.</p> | <p>The application is minimally responsive to the criteria. The proposed approach is weakly tied to an Action Plan.</p> <p>For demonstration activities only: The narrative provides minimal detail on how the activities will be measured and evaluated.</p> | <p>The narrative indicates the proposal is counter to the criteria, does not contain sufficient information, or is not connected to an Action Plan.</p> <p>For demonstration activities only: Detail on how the activities will be measured and evaluated are not included.</p> |

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Tips and Tricks

Friendly Advice and Reminders

- Most FY22 and FY23 Planning and Demonstration Grant applicants received an award; FY24 was the first year we were oversubscribed.
- Application narratives do not need to be overly long, but please provide specifics relevant for your community. Three sentences of information is not enough!
- Remember to include in the narrative
 - The scope of work to be performed;
 - The roadway safety issues that necessitate Action Plan development; and
 - How the funded activities will inform an Action Plan and support the identification of projects and strategies.
- Letters of support provide minimal value to Planning and Demonstration Grant applications.
- Budgets and Federal funding requests should reflect the level of effort needed to administer a Federal grant. Applicants requesting less than \$100,000 in funding must explain how the scope of activities will be completed with the funding amount proposed.
- The primary contact on the application should be able to **respond to emails** from the SS4A Team **between June and December**.
- One application per applicant. Applications are submitted through Valid Eval, NOT Grants.gov.



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.



Lessons Learned: What Worked Well

- Clearly written, easy to understand narrative.
- Well-articulated, detailed, and logical connection between the safety problem, and the proposed projects and strategies.
- Scope and focus are well-defined and manageable to communicate.
 - Systemic projects had clear projects and strategies to address a specific safety problem.
- Strong, project-level details, data points, and anecdotes that align well with the selection criteria, especially for the non-Safety Impact selection criteria.
- Including supplemental planning and demonstration activities in your application; DOT updated the selection criteria to make it easier to give you a partial award.



Friendly Advice and Reminders

- The SS4A program will consider one application per applicant, and applicants may only apply to one type of grant.
- Applicants must have a finalized eligible Action Plan to apply for an Implementation grant.
- Applicants may pre-submit Action Plans and Self-Certification Eligibility Worksheet for review by **May 9, 2025, at 5:00 PM ET.**
- DOT encourages bundling supplemental planning and demonstration activities in Implementation Grants.
- **The application deadline is June 26, 2025, at 5:00 PM ET. Late applications will not be accepted.**



Appendix 1 – Examples of Planning and Demonstration Activities, obtained from U.S. DOT’s [SS4A Program Webpage](#) and presentation materials from [FY2025 SS4A Informational Webinars](#):

Supplemental Planning

- **Vision Zero data dashboard** to provide real-time safety data and analysis, measure progress towards safety goals, and ensure transparency with residents and other relevant stakeholders.
- **Complete Streets design guide** that reflects best practices in SS4A design, context-sensitive design, active transportation facility design, and placemaking principles.
- **Lighting plan** to identify locations with unsafe roadway lighting conditions on a high-injury network.
- **Corridor study** to evaluate existing conditions of heavily traveled and high-frequency crash corridors and identify roadway user safety measures.
- **Road safety audits** at a priority list of intersections and roadway segments based on collision rate, severity, and population impacts, to identify specific issues and determine appropriate countermeasures.
- **Rural roadway safety plan** for large jurisdictions that contain mixed-land uses, to perform safety data analysis, conduct community engagement, and identify evidence-based strategies that are specific to rural areas.
- **Wheelchair assessment plan** to identify intersection locations that have existing, missing, or non-ADA-compliant wheelchair ramps to help prioritize locations for future improvements.
- **Analysis of speed and red-light safety cameras** to analyze city-wide intersections, traffic signals, and socioeconomic data and evaluate potential locations for automated cameras.

Demonstration Activities

Infrastructure

- **Quick-build strategies using temporary materials** such as plastic or water-filled barriers, jersey barriers, plastic delineators, traffic cones, planters, and paint in targeted high-crash and/or high-risk locations, such as near schools, parks, senior centers, transit stops, and business districts. Examples include:
 - Crosswalk visibility enhancements
 - Temporary speed humps
 - Neighborhood traffic-calming circles
 - Curb extensions
 - Protected or buffered bike lanes
 - Solar-powered pedestrian beacons
 - Pedestrian refuge islands
 - Shared lane markings
 - Wayfinding signage
- **Daylighting intersections** by removing parking spots closest to the intersection to increase visibility for pedestrians and drivers in a business district and using on-site QR codes to collect survey responses from surrounding business owners regarding their acceptance or rejection of the countermeasure.
- **Temporary street closure to vehicle traffic** once per month to pilot an expansion of the Ciclovía program to promote safe bicycling in a new neighborhood.
- **Temporary road diet** using pavement markings and striping to reduce a four-lane road to a three-lane road and using tubular markers to create a divided median and center turn lane and a buffered bicycle lane.
- **MUTCD engineering studies** to evaluate warrants for safety impact strategies, such as:
 - Edge lines
 - Rectangular rapid-flashing beacons (RRFBs)
 - High intensity activated crosswalk (HAWK) beacon signals
 - Pedestrian hybrid beacons (PHBs)
 - Protected/permissive left turn signal phasing

Behavioral

- **Pilot safe speeds educational campaign** to explore the effectiveness of different types of safety and slow speed signage on key roadways and intersections prioritized using injury and crash data.
- **Pilot training for City bus operators** to ensure safe operations around people walking and biking.
- **Pilot school drop off/pick up zones** including painted curbs, signage, and messaging to help inform the selection of projects/strategies in a Safe Routes to School Plan.
- **Pilot traffic safety education activities** for school-aged children in partnership with community educators.

Technology

- **Signal timing upgrades and optimization**, including:
 - Bicycle signal phases
 - Leading pedestrian intervals (LPIs)
 - Priority pedestrian phases by detection at high-crash intersections
 - Traffic signal preemption for emergency response vehicles
- **Data analytics using artificial intelligence (AI)** to analyze and visualize safety issues at intersections, such as near misses and wrong-way driving.
- **Digital alerts of emergency response vehicles** to notify motorists of approaching or upcoming emergency response vehicles. Digital alerts are delivered via apps, navigation systems, or mobile devices to motorists up to 30 seconds in advance to enhance traditional sirens and lights.
- **Red-light and speed safety cameras** at priority locations in or near school zones.
- **Sensors** at selected intersections and mid-block locations on key corridors to obtain multimodal trip data for people walking and bicycling.
- **Deploy camera technology solution** to create a 3D safety map of a City's high-injury corridors and pilot **dashboard cameras on City transit buses** to provide insight on transportation-related safety hazards.

Data Monitoring and Evaluation

Demonstration activities must measure potential benefits through data collection and evaluation and inform an Action Plan's list of selected projects and strategies and their future implementation.

Below is a list of data measurement and evaluation techniques proposed by FY23 SS4A Planning and Demonstration Grant award recipients:

- **Evaluation of quick-build safety improvements on an arterial corridor** – These improvements will be evaluated via bicycle and pedestrian usage data, comparison of collision and near-miss data against historical trends, and bilingual community engagement via pop-ups and intercept surveys along the pilot project.
- **Evaluation of signal retiming and signage strategies on targeted high-injury network corridors** – A before/after analysis will be conducted to evaluate the effectiveness of countermeasures and the potential for replicability for other communities. Data analysis will look at reductions in near-misses, severe injuries and fatalities, and unsafe behaviors and speeds.
- **Evaluation of feasibility studies such as temporary street closures, traffic circles, chokers, bump outs, and speed cushions** – These improvements will be evaluated using field data collectors and community feedback/surveys. Data collectors will collect vehicle speed and volume, turn movements, vehicle classifications, and pedestrian counts. Community feedback will be solicited to supplement data collectors.
- **Evaluation of GPS-preemption system to reduce response time for emergency vehicles** – These systems will be tested on two corridor segments adjacent to a fire station, with 10 signalized intersections to determine whether they improve performance and decrease response time for emergency vehicles.

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.

Supplemental Planning Activities

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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

Supplemental planning examples:
https://www.transportation.gov/grants/ss4a/example_funded_supplemental_planning_and-demonstration-activities

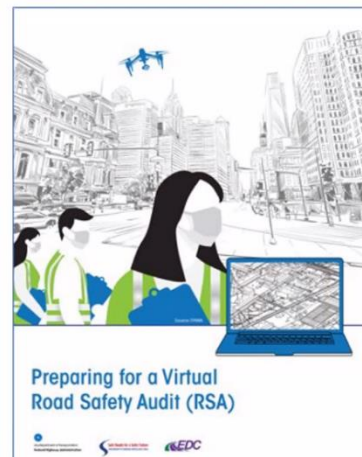


Image Credit: FHWA, 2022



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City of Phoenix, AZ: \$1,000,000 Supplemental Planning (FY24)

The City of Phoenix was awarded \$1,000,000 in SS4A funds to conduct three **corridor safety assessments** located along the Phoenix High Injury Network.

Project Highlights:

- Conducts enhanced **road safety assessments**, developing planning-level corridor concepts, and conducting feasibility analysis to identify actionable safety countermeasures
- Includes **community engagement** efforts to identify the concerns of daily users of the corridor
- Utilizes Artificial Intelligence tools to analyze and process video **data collection** at up to 50 intersections to identify safety concerns

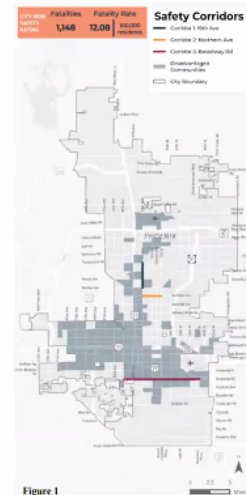


Image Credit: City of Phoenix SS4A Application



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Charter Township of Long Lake, MI and Wheeler County, OR: \$2,400,000 each for Supplemental Planning and Demonstration Activities (FY24)

The awards to Township of Long Lake and Wheeler County will be used to conduct supplemental planning and demonstration activities **targeting post-crash care**.

Project Highlights

- Develop an Action Plan that includes Safer People, Safer Roads, Safer Speeds, Safer Vehicles, and Post-Crash Care
- Develop two supplemental plans: **responder safety and additional post-crash care data analysis**
- Three technology driven demonstration pilots
 1. Piloting **emergency vehicle transponder system**.
 2. Piloting a platform that interfaces with specialty care registries
 3. Investigating **Advanced Vehicle Locations and vehicle informatics systems** to provide monitoring and reporting enroute to emergency calls



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Village of Warwick, NY: \$406,167 Demonstration Activities (FY23)

The award to the Village of Warwick will be used to pilot the **Slow Down Warwick Campaign**, addressing driver behavior-related issues that contribute to crashes such as speeding, improper passing, and driver inattention.

Project highlights:

- **Installation of signage and roadway paintings** to alert drivers to the need for increased attention.
- Targeted **roadways and intersections prioritized** using crash/injury data.
- **10 site deployments** over a 20-month period.



Image Credit: Village of Warwick Comprehensive Plan (2021-22)



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City of Detroit, MI: \$24,800,000 Implementation Grant (FY23)

This implementation of safety improvements on the high-injury network focuses on pedestrian safety and safe speeds using [Proven Safety Countermeasures](#). This project will also include supplemental planning and demonstration activities.

Supplemental Planning and Demonstration Activity Components:

- Non-Motorized Users plan
- Update the overall Action Plan
- Pilot transit operator safety training



Image Credit: City of Detroit SS4A Application



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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

Demonstration Activities

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Image credit: Solomon Foundation

Demonstration examples: <https://www.transportation.gov/grants/ss4a/example-funded-supplemental-planning-and-demonstration-activities>

Demonstration Activities to inform an Action Plan

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



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<https://www.transportation.gov/grants/ss4a/example-funded-supplemental-planning-and-demonstration-activities>

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

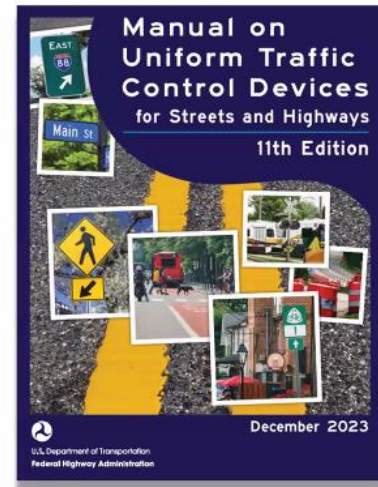
- **Pilot programs for behavioral or operational activities** that include at least one element of the Safe System Approach.
- Examples include:
 - Trial changes to test how emergency medical services (EMS) respond to crashes, including trainings for EMS staff responding to crashes.
 - Testing out, on 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

- **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
 - Speed safety cameras installations
 - 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

Learn more about eligible demonstration activities at

<https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities#eligible-demonstration-activities>