

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Docket Number: DOT-OST-2026-0050

DOT FY 2026 Safe Streets and Roads for All Funding

ISSUED: March 27, 2026

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation (DOT or the Department)

ACTION: Notice of Funding Opportunity (NOFO or Notice), Assistance Listing # 20.939

Each section of this Notice contains information and instructions relevant to the application process for Safe Streets and Roads for All (SS4A) grants, and all applicants should read this Notice in its entirety to have the information they need to submit eligible and competitive applications.

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A. Basic Information

Federal Agency Name	Office of the Secretary of Transportation, U.S. Department of Transportation
Announcement Type	Notice of Funding Opportunity
Funding Opportunity Number	DOT-SS4A-FY26-01 (Grants.gov)
Assistance Listing Number	20.939
Executive Summary	Funds for the fiscal year (FY) 2026 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, and behavioral and operational initiatives to prevent fatalities and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, motorists, and commercial vehicle operators.
Objective	The purpose of this notice is to solicit applications for SS4A.
Eligible Applicants	• Metropolitan planning organizations; • Political subdivisions of a State or territory (e.g., cities, towns, counties); • Federally recognized Tribal governments; and • A multijurisdictional group of entities described in any of the aforementioned three types of entities.
Eligible Project Types	• Develop a comprehensive safety action plan (Action Plan). • Conduct supplemental safety planning to enhance an Action Plan. • Carry out demonstration activities to inform the development of, or an update to, an Action Plan. • Perform planning, design, and development activities for projects and strategies identified in an Action Plan. • Implement projects and strategies identified in an Action Plan that address roadway safety problems.
Funding Details	This Notice makes available up to \$993,488,194 for FY 2026 grants: <u>\$687,809,874</u> is available for Implementation Grants ○ Expected number of awards: 40 to 70 ○ Expected funding range: \$2,500,000 to \$25,000,000 <u>\$305,678,320</u> is available for Planning and Demonstration Grants ○ Expected number of awards: 400 to 700 ○ Expected funding range: \$100,000 to \$5,000,000 DOT reserves the right to make more, or fewer, awards. DOT reserves the discretion to alter minimum and maximum award sizes upon receiving the full pool of applications and assessing the needs of the program in relation to the SS4A grant priorities in Section D.vi: Grant Priorities. DOT may increase the overall amount of funding if additional funds become available.

Funding Restrictions	Not more than 15 percent of the \$1 billion in FY 2026 funds made available to carry out the SS4A program may be awarded to eligible applicants in a single State.¹ A minimum of 30 percent of the total funds made available in FY 2026 must be awarded for developing an Action Plan, including supplemental planning to update an existing Action Plan, or demonstration activities to inform the development or update of an Action Plan.
Key Dates	Planning and Demonstration Grant and Implementation Grant applications must be submitted by 5:00 PM (EDT) on May 26, 2026. Technical questions must be submitted by 5:00 PM (EDT) on April 24, 2026. Pre-application eligibility review requests must be submitted for Implementation Grants by 5:00 PM (EDT) on April 24, 2026.
Application Links	Applications must be submitted via Valid Eval, an online application submission system used by DOT • Implementation Grant Application: https://usg.valideval.com/teams/usdot_ss4a_2026_implementation/signup • Planning and Demonstration Grant Application: https://usg.valideval.com/teams/usdot_ss4a_2026_planning_demo/signup Customer support for Valid Eval can be reached at support@valideval.com.
Agency Contact Information	Email: SS4A@dot.gov Website: https://www.transportation.gov/grants/SS4A DOT will regularly post answers to common questions and requests for clarification, as well as schedule information for webinars providing additional guidance on the SS4A website.

1. Changes in the FY 2026 NOFO

The FY 2026 NOFO substantively differs from the FY 2025 NOFO in the following ways:

- DOT is placing a priority on Public Safety Infrastructure.
- Section B. Definitions. Clarifying information is added regarding Public Safety Infrastructure for post-crash care, emergency response coordination, and prehospital blood transfusion activities.

¹ Funding for Tribal lands will be treated as their own State and will not count toward a State's 15% limit.

- Section G. Application Review Information has been updated to include clearer information regarding how SS4A applications will be assessed.
- Section G. Application Review Information. Added language noting that if DOT does not receive enough merit-worthy applications for Planning and Demonstration Grants to award the 30 percent set aside requirement, surplus funds may be redirected toward merit-worthy Implementation Grants.
- Added language highlighting new Executive Orders and DOT Orders.

B. Definitions

Term	Definition
Applicant's Jurisdiction(s)	The U.S. Census tract(s) where the applicant operates or performs their safety responsibilities. If an applicant is seeking funding for multiple jurisdictions, they should include all relevant Census tracts for the jurisdictions covered by the application.
Comprehensive Safety Action Plan	A comprehensive safety action plan (referred to as an "Action Plan") is a plan to prevent roadway fatalities and serious injuries in a locality or region or on Tribal land. This can be either an Action Plan developed with a Planning and Demonstration Grant, or a previously developed plan (e.g., a Vision Zero plan or similar plan) that is substantially similar to and meets the eligibility requirements of an Action Plan. See Table 1 for a detailed description.
Fatal or Serious Injury Crash	A fatal or serious injury crash involves a motor vehicle traveling on a roadway customarily open to the public. To be considered a motor vehicle related fatal injury, the crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. This definition aligns with the definition of a fatal crash in the Fatality Analysis Reporting System (FARS).
High-Injury Network	Identifies the highest concentrations of motor vehicle related crashes resulting in serious injuries and fatalities within a given roadway network or jurisdiction.
Political Subdivision of a State	A unit of government created under the authority of State law. This includes cities, towns, counties, special districts, certain transit agencies, and similar units of local government. A transit district, authority, or public benefit corporation is eligible if it was created under State law, including transit authorities operated by political subdivisions of a State.
Public Safety Infrastructure	Physical and digital hardware, software, systems, technologies, equipment, protocols, facilities, and coordination models used by public safety agencies such as 9-1-1, emergency medical services (EMS), fire services, law enforcement, and trauma system partners to either prevent, respond to, or reduce the severity of roadway crashes. Public safety infrastructure may be permanent, modular, configurable, or interoperable, and may include temporary, pilot, or limited-scale deployments.

Term	Definition
Rural	For the purposes of this NOFO, jurisdictions outside an Urban Area (UA) or located within UAs with populations fewer than 200,000, based on the 2020 Census, will be considered rural. Lists of UAs are available on the U.S. Census Bureau website at https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx
Safe System Approach	A guiding principle to address the safety of all road users. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. ²
Areas of Persistent Poverty and Underserved Community	Areas of Persistent Poverty (APP)³ are defined as: - Any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census - Any census tract with a poverty rate of at least 20 percent as measured by the 2014 – 2018 5-year data series available from the American Community Survey of the Bureau of the Census - Any territory or possession of the United States Underserved Community will use the same definition as APP for purposes of this NOFO.

C. Eligibility Information

1. Eligible Applicants

Section 24112(a)(2) of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117–58, provides statutory eligibility criteria for the SS4A grants. Eligible applicants for SS4A grants are:

²For additional information, visit: <https://www.transportation.gov/safe-system-approach>

³ See 49 U.S.C. § 6702(a)(1).

1. a metropolitan planning organization (MPO);
2. a political subdivision of a State or territory;
3. a federally recognized Tribal government; and
4. a multijurisdictional group of entities made up of any of the aforementioned three types of entities.

A multijurisdictional group of entities should identify a lead applicant as the primary point of contact. Non-profits are not eligible applicants unless created under State law with roadway safety and/or planning responsibilities equivalent to a political subdivision of a State. States and territories are not eligible applicants.

SS4A award recipients from all previous years are eligible to apply in FY 2026. FY 2026 Projects of Merit, which are Implementation Grant or Planning and Demonstration Grant applications that received a Highly Recommended rating, may automatically be carried forward for consideration under a future SS4A NOFO, subject to availability of appropriations and specific funding requirements which will be explained in future NOFOs. Applicants would be responsible for updating an application should the future SS4A NOFO include program or policy changes from this FY 2026 NOFO.

Additional Eligibility Requirements for Implementation Grant Applicants

An eligible applicant for an Implementation Grant must also meet at least one of the following conditions:

- have ownership and/or maintenance responsibilities over a roadway network;
- have safety responsibilities that affect roadways; or

- have an agreement in the form of a signed letter, MOU, or other documentation from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction.

2. Number of Applications

Eligible applicants may submit one application only to the FY 2026 funding opportunity. If multiple applications are received from the same political subdivision of a State and/or applicant, the last application submitted will be reviewed. If an applicant is eligible for both a Planning and Demonstration Grant and an Implementation Grant, the applicant must choose between applying for a Planning and Demonstration Grant or an Implementation Grant.

Implementation Grant applicants may request funds to bundle supplemental planning and demonstration activities as described in Section D.8.i, alongside a request for funds to implement projects and strategies.

3. Planning and Demonstration Grant Eligibility Requirements

Eligible activities for a Planning and Demonstration Grant include: develop a new Action Plan, conduct supplemental safety planning to update an existing Action Plan, or carry out safety demonstration activities to inform the development of or update to an Action Plan.

These activities may be bundled in any combination, provided that the requirements in this Notice are met. DOT encourages complementary but distinct activities, including but not limited to safety demonstration activities that will help inform the development of an Action Plan.

Any applicant that meets the eligibility requirements described below may apply for a Planning and Demonstration Grant to develop an Action Plan.

i. Developing an Action Plan

The development of an Action Plan must include all relevant road users and be at a broad, systemwide geography (i.e., the eligible applicant's entire jurisdiction, not a few road segments within a jurisdiction). Corridor-level or site-specific studies are considered to be supplemental planning and not an Action Plan. Applicants with an existing Action Plan may also apply to update their Action Plan.

ii. Supplemental Planning and Demonstration Activities

Supplemental planning broadly refers to an activity that informs the development of a new or existing Action Plan. Eligible supplemental planning activities include, but are not limited to, the following:

- Action plan updates
- Action plan consolidation including combining different jurisdiction's action plans or integrating topical safety activities into an action plan
- Complementary or topical safety plan development
- Road safety audits
- Follow-up data collection and safety analysis
- Progress reporting
- Stakeholder engagement and collaboration
- Roadway safety planning

Demonstration activities are temporary safety improvements that inform the Action Plan by testing proposed project and strategy approaches to determine future benefits and future scope.

Eligible demonstration activities include, but are not limited to the following:

- Feasibility studies

- MUTCD engineering studies
- Behavioral or operational activity pilot programs
- New technology pilot programs

Examples of eligible supplemental planning and demonstration activities are provided at [Planning and Demonstration Activities - SS4A | US Department of Transportation](#).

iii. Action Plan Requirement

Applicants requesting Federal funding to conduct supplemental planning and/or demonstration activities **only**, without developing or updating an Action Plan must either a) have an existing Action Plan, which is demonstrated through meeting the Action Plan requirements outlined in the [Self-Certification Eligibility Worksheet](#)⁴ and described in Table 1: Action Plan Components, b) have received SS4A funding in a previous round to develop or update an Action Plan and are in the process of completing or updating an Action Plan, as described in Table 1: Action Plan Components, or c) use a higher-level jurisdiction's Action Plan as described below.

If a higher-level jurisdiction (e.g., an MPO or county would be a higher-level jurisdiction for a city or town) has an eligible and finalized Action Plan, or is in the process of completing or updating an SS4A-funded Action Plan from a previous grant round, an eligible applicant can apply for supplemental planning and/or demonstration activities without its own plan only if: 1) the geographic boundaries of the higher-level jurisdiction's Action Plan cover the eligible applicant's jurisdiction; 2) the proposed activities are coordinated with the higher-level jurisdiction and the application demonstrates such coordination; and 3) the activities will inform the Action Plan of the higher-level jurisdiction.

⁴ <https://www.transportation.gov/grants/ss4a/self-certification-worksheet>.

iv. Duplicative Action Plans

An application may be deemed duplicative, and therefore ineligible, if it requests funds to develop a new Action Plan when another jurisdiction is already preparing an Action Plan in the same area using SS4A funding and/or requests funds to develop a new Action Plan in the same area as another FY26 application. Duplicative funding requests to develop a new Action Plan will be identified and assessed for merit within the context of other jurisdictions and their planning activities and will result in an eligibility determination.

4. Implementation Grant Eligibility Requirements

i. Action Plan Requirement

To apply for an Implementation Grant, the applicant must certify that they have an existing plan that is substantially similar to an Action Plan as defined in Section B and Table 1: Action Plan Components and has been finalized and/or last updated between 2021 and May 26, 2026. The components required for an existing plan to be substantially similar to an Action Plan may be found in up to three plans (*e.g.*, a regional transportation safety plan and a local Vision Zero plan may be used together to meet all component requirements).

If another jurisdiction (*e.g.*, an MPO or county) has an existing plan in place that meets Action Plan eligibility requirements, an eligible applicant covered within the Action Plan's geographic boundaries could apply without its own plan as long as the existing plan is focused, at least in part, on the roadway network within the applicant's jurisdiction, the plans include the applicant's projects and strategies, and all other eligibility requirements are met.

If an applicant does not have an existing Action Plan or is not located in a jurisdiction which has an existing Action Plan, they should apply for a Planning and Demonstration Grant to develop one. They should **NOT** apply for an Implementation Grant.

The plan, or a combination of up to three plans, must be uploaded as an attachment to the application or provided as web links to publicly available sites. Applicants should use the [Self-Certification Eligibility Worksheet](#) to determine eligibility and upload the completed worksheet with their application.⁵

Ineligible Plans

State-level Action Plans (*e.g.*, a Strategic Highway Safety Plan required under 23 U.S.C. § 148, State Highway Safety Plans required under 23 U.S.C. § 402, Commercial Vehicle Safety Plans required under 49 U.S.C. § 31102, or Public Transportation Agency Safety Plans required under 49 U.S.C. § 5329) cannot be used as an established plan to apply for an Implementation Grant.

Alignment With All Action Plan Components

Implementation Grant applicants who meet any of the following conditions must update their Action Plan during the period of performance for the grant agreement to align with all Action Plan components in Table 1: Action Plan Components as a condition of receiving SS4A funds:

- Self-Certification Eligibility Worksheet areas that include a “no” response; or
- Safety focus in the qualifying Action Plan does not include all road users.

Implementation Grant applicants are encouraged to request supplemental planning funding in their application to complete any missing components of an existing plan but may choose to complete such activities without Federal funding.

5. Cost Sharing or Matching

The Federal share of an SS4A grant may not exceed 80 percent of total eligible SS4A project costs. Recipients are required to contribute a local matching share of no less than 20 percent of total eligible project costs. Matching funds may include funding from the applicant or other eligible non-Federal sources. Unless otherwise authorized by statute, all matching contributions must be from non-Federal sources. Applicants that intend to combine SS4A funds with Federal-Aid funds provided under Title 23 U.S.C. could experience a significant delay in the programming of funding and the execution of a grant agreement.

i. Exceptions to Non-Federal Match Requirements

In the following situations, the non-federal match requirement may be met with Federal funds or may be waived:

- For eligible applicants on federally recognized American Indian and Alaska Native tribes, nations, bands, communities and affiliated groups, Tribal Transportation Program and Tribal Transportation Program Safety Funds are Federal funding programs, and these programs may be used as non-Federal match.
- For eligible applicants located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands, when the required local match is less than \$200,000, SS4A will apply a 100 percent Federal share and waive local match requirements per 48 U.S.C. § 1469a and Pub. L. 96-205, Title VI, § 601, as amended, and consistent with OMB Controller Alert CA-23-04, Waiving Matching Fund Requirements for Insular Areas.

ii. Types of Non-Federal Match

In accordance with 2 CFR § 200.306, grant recipients may use in-kind or cash contributions toward local match requirements so long as those contributions meet the requirements under 2 CFR § 200.306(b). Any in-kind contributions used to fulfill the cost-share requirement for both Planning and Demonstration Grants and Implementation Grants must:

- Be in accordance with the cost principles in 2 CFR Part 200, Subpart E;
- Include documented evidence of completion within the period of performance; and
- Support the execution of the eligible activities in Section D.10: Eligible Activities and Costs

Additional information about match requirements and costs that can be considered match are available at <https://www.transportation.gov/grants/SS4A>.

D. Program Description

1. Overview

The Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117–58, authorized and appropriated \$1,000,000,000 to be awarded by DOT for FY 2026 for the SS4A grant program.⁶ This Notice solicits applications for activities to be funded under the SS4A grant program.

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development, refinement, and implementation of Action Plans focused on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. The Action Plans include

⁶ See IIJA, Pub. L. 117-58, 135 Stat. 429, 815, Div. B, Title IV, § 24112; *id.*, 135 Stat at 1413, Div. J, Title VIII.

strategies to implement the Safe System Approach. The program provides funding to develop tools to strengthen a community's approach to roadway safety and is designed to meet the needs of local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding.

2. Total Funding Available

IIJA established the SS4A program with \$5,000,000,000 in advanced appropriations in Division J, including \$1,000,000,000 for FY 2026. DOT has retained not more than 2 percent, or **\$20,000,000**, for administrative expenses.⁷ In addition, DOT has \$13,488,194 in carryover funds. Therefore, this Notice makes available up to \$993,488,194 for FY 2026 grants under the SS4A program. Refer to Section G for greater detail on additional funding considerations and Section A. Basic Information for funding restrictions.

3. Start Dates and Period of Performance

DOT expects to obligate SS4A award funding via signed grant agreements between DOT and recipients, as flexibly and expeditiously as possible, within 12 months of award announcement. Because award recipients under this program may be first-time recipients of Federal funding, DOT is committed to providing assistance to help them through the process of securing a grant agreement and delivering grant projects and strategies through the SS4A Technical Assistance Center⁸. Applicants who have never received Federal funding from DOT are also encouraged to partner with eligible applicants within the same region, such as an MPO, that have established

⁷ IIJA § 24112(f)(2)

⁸ For additional information about the SS4A Technical Assistance Center, visit:
<https://www.ss4aclearinghouse.org/TechnicalAssistance>

financial relationships with DOT and knowledge of Federal grant administration requirements. While States are not eligible applicants and cannot be a co-applicant (which includes State Departments of Transportation and similar State-level entities), eligible applicants are encouraged to seek guidance on project delivery and processes from States and other entities experienced with administering Federal grants, outside of the SS4A grant award process, to ensure effective administration of a grant award. The expected period of performance for Planning and Demonstration and Implementation Grant agreements is between 24 months and five years, depending on the scope and extent of the grant activities. The period of performance for Planning and Demonstration Grant and Implementation Grant agreements may not exceed five years.

4. Data Collection Requirements

Pursuant to section 24112(i)(1) of IIJA, DOT must post on a publicly available website best practices and lessons learned for preventing roadway fatalities and serious injuries pursuant to strategies or interventions implemented under SS4A. In addition, DOT must evaluate and incorporate, as appropriate, the effectiveness of strategies and interventions implemented under the SS4A grant program into the publicly available website on best practices and lessons learned.⁹ The best practices and lessons learned collected thus far are available on the [SS4A Clearinghouse website](#). DOT intends to measure safety outcomes through a combination of grant agreement activities and data collections, including DOT data collections already underway and program evaluations separate from the individual grant agreements. The grant data-collection

⁹ IIJA specifically cites *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition*, or any successor document.

requirements reflect the need to build evidence of noteworthy strategies and best practices. DOT expects to use the data and outcome information collected before and after evaluations. See Section I for more information about post-award reporting requirements.

5. Grant Options and Deliverables

The SS4A program provides funding for two main types of grants: **Planning and Demonstration Grants** and **Implementation Grants**. Planning and Demonstration Grants are used to develop, complete, or supplement an Action Plan, as well as carry out safety demonstration activities that inform an Action Plan. Implementation Grants are used to implement strategies or projects that are consistent with an existing Action Plan. In addition, applicants may bundle funding requests for supplemental planning and demonstration activities that inform the Action Plan into an Implementation Grant application.

i. Planning and Demonstration Grants

Action Plan

An Action Plan is the foundation of the SS4A grant program and supports the implementation of projects and strategies that will help achieve local, data-driven transportation safety goals. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, region, or on Tribal Lands. Grants for Action Plans provide Federal funds to eligible applicants to develop, complete, or enhance an Action Plan for broad, systemwide geography covering the applicant's entire jurisdiction.

The primary deliverable is a publicly available Action Plan. For the purposes of the SS4A grant program, an Action Plan includes the components in Table 1. DOT considers the process of

developing an Action Plan to be critical for success and the components reflect a process-oriented set of activities. For applications involving a multi-jurisdictional group, applicants may propose the development of a single Action Plan covering all jurisdictions, several plans for individual jurisdictions, or a system to administer sub-awards to entities within its jurisdiction.

Table 1: Action Plan Components

Component	Description
Leadership Commitment and Goal Setting	An official public commitment (<i>e.g.</i> , resolution, policy, ordinance) by a high-ranking official and/or governing body (<i>e.g.</i> , Mayor, City Council, Tribal Council, MPO Policy Board) 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) a 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 crash locations and crash severity, as well as contributing factors and crash types by relevant road users (<i>e.g.</i> , motorists, pedestrians, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (<i>e.g.</i> , high-risk road features, specific safety needs of relevant road users, analysis of the built environment, demographics, and structural issues). The safety analysis can consider factors that influence the severity of outcomes when crashes occur, including the availability and coordination of emergency response and post-crash care systems. To the extent practical, the analysis should include all roadways within the jurisdiction, without regard to ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a high-injury network or equivalent).

Component	Description
Engagement and Collaboration	Robust engagement with the public and relevant stakeholders and partners, including the private sector, and community groups 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 practicable.
Policy and Process Changes	Assessment of current local policies, plans, guidelines, and/or standards (<i>e.g.</i> , manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new local policies, guidelines, and/or standards, as appropriate.
Strategy and Project Selections	Identification of a comprehensive set of projects and strategies informed by data, the best available evidence and noteworthy practices, and stakeholder input that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach and effective interventions and consider multidisciplinary activities. To the extent practicable, data limitations are identified and mitigated. Once identified, the projects and strategies are prioritized in a list that provides time ranges for when the strategies and countermeasures are expected to be deployed (<i>e.g.</i>, short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explain prioritization criteria used. The list should contain interventions focused on infrastructure and behavioral and operational safety.
Progress and Transparency	Method to measure progress over time after an Action Plan is developed or updated, including outcome data. A means to ensure ongoing transparency is established with residents and other relevant stakeholders. The approach must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries and public posting of the Action Plan online.

Supplemental Planning Activities

Supplemental planning activities support or enhance an existing Action Plan. Examples of eligible supplemental planning activities are provided at

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

The final deliverable for supplemental planning is a written product that connects to, and enhances, an Action Plan. Final products shall be made publicly available.

Demonstration Activities

Demonstration activities inform an Action Plan by testing proposed project and strategy approaches to determine their potential benefits and future scope. Demonstration activities are temporary and small in scale. Demonstration activities must measure potential benefits through data collection and evaluation (*e.g.*, before and after studies) and inform an Action Plan's list of selected projects and strategies and their future implementation.

Demonstration activities and pilot programs must inform Action Plans through small-scale tests with finite trial periods intended to gauge potential project and strategy effectiveness that will lead to project and strategy selection at a systemic level. DOT generally expects demonstration activities to be initiated within 18 months of executing a grant agreement (*e.g.*, quick-builds on the roadway; pilot project established) and the benefits of the demonstration activity to be evaluated during the period of performance for the grant agreement.

The final deliverable is an assessment of the demonstration activities and an updated Action Plan that incorporates the information gathered from the demonstration activities into the Action Plan's list of projects or strategies and/or informs another part of the Action Plan.

ii. Implementation Grants

Implementation Grants fund projects and strategies identified in an Action Plan that address roadway safety problems. Implementation Grants may also fund supplemental planning and demonstration activities as described above, as well as project-level planning, design, and development activities for projects and strategies identified in an Action Plan (*e.g.*, project-level

National Environmental Policy Act (NEPA) compliance, associated environmental review activities, permits and approvals, construction design, etc.).

6. SS4A Grant Priorities

This section discusses priorities specific to SS4A and NOFO requirements. Successful grant applications will:

- 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;
- Beautifying transportation infrastructure with context-appropriate design and/or child-friendly elements;
- Advance eligible truck parking with a clear roadway safety nexus;
- Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies; and
- Demonstrate engagement with a variety of public and private stakeholders.¹⁰

Additionally, applications will be more competitive if they

- Beautify transportation infrastructure with context-appropriate design and/or child-friendly elements;
- Advance eligible truck parking with a clear roadway safety nexus;

¹⁰ See IJJA, Pub. L. 117-58, 135 Stat. 429, 816, § 24112(d)(3)(A)–(E).

- Modernize public safety infrastructure, including prehospital blood transfusion capabilities and improve post-crash care.

In accordance with the Americans with Disabilities Act of 1990 (ADA), awards focused on infrastructure and demonstration activities must ensure that newly constructed facilities in the public right-of-way are accessible to, and usable by, individuals with disabilities to the extent that it is not structurally impracticable to do so. The ADA also requires that, when an existing facility is altered, the altered facility be made accessible to and usable by individuals with disabilities to the maximum extent feasible.¹¹

DOT intends to use the SS4A program to support the creation of good-paying jobs through union participation or project labor agreements which promote cost-effectiveness and open competition, registered apprenticeship programs, and other training and placement programs.

DOT intends to apply principles from [DOT Order 2100.7, \(Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities\)](#) and DOT Order 2100.9, ([Ensuring Nondiscrimination and Equal Opportunity in Department of Transportation Policies, Programs, and Activities](#)) when evaluating applications and making award selections. To the maximum extent permitted by law, DOT will prioritize projects that are in alignment with the principles outlined in DOT Order 2100.7 and DOT Order 2100.9.

DOT seeks to fund projects that advance the priorities of this Administration as described in DOT's mission statement and across executive orders.

¹¹ See 28 CFR § 35.151.

7. Eligible Activities and Costs

Broadly, eligible activity costs must comply with the cost principles set forth in 2 CFR Part 200, Subpart E. DOT reserves the right to make cost eligibility determinations on a case-by-case basis.

i. Eligible Activities

Eligible activities for grant funding include the following three elements:

- A. Developing or updating an Action Plan (*i.e.*, the activities described in Section C.3.i: Developing an Action Plan);
- B. Conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and
- C. Carrying out projects and strategies identified in an Action Plan.

For Implementation Grants, activities *must* include element (C) and *may* include element (B).

Implementation Grant applications *may also* include element (A) such as supplemental planning or demonstration activities. Projects and strategies identified in element (C) must be either infrastructure, behavioral, operational, or post-crash care activities identified in the Action Plan, including prehospital blood transfusion programs and other public safety system improvements, and must be directly related to addressing the safety problem(s) identified in the application and Action Plan. Applicants may “bundle” different projects, strategies, supplemental planning, and/or demonstration activities into one Implementation Grant application, even if they address different safety problems or are located in different areas. For “bundled” funding requests, element (B) planning, design, and development activities must be directly connected to the completion of the element (C) projects and strategies funded through the Implementation Grant

application. Public safety infrastructure activities are eligible for Implementation Grants such as Field Blood Delivery, Public Safety Dispatch, Digital Alert System, and Education Campaigns; these activities could also be eligible as a safety demonstration activity provided they meet the demonstration activity eligibility requirements described in Section D.5.i: Demonstration Activities. Truck parking activities contained in an Action Plan may be eligible under an Action Plan Grant or as part of an Implementation Grant if such activities demonstrates a clear roadway safety nexus and are not among the ineligible activities listed below in Section D.7.ii. Examples of eligible Implementation Grant activities are listed on the SS4A website (<https://www.transportation.gov/grants/ss4a/implementation-grants>).

ii. Ineligible Activities and Costs

The following activities are **not** eligible for element (C) “projects and strategies” nor demonstration activity funding:

- Projects and strategies whose primary purpose is not roadway safety.
- Projects and strategies exclusively focused on non-roadway modes of transportation, including air, rail, marine, and pipeline. Note, however, roadway intersections with other modes of transportation (*e.g.*, at-grade highway rail crossings) are eligible activities.
- Capital projects to construct new roadways used for motor vehicles. A new roadway facility exclusively for non-motorists (*e.g.*, a pedestrian bridge) is an eligible activity if the primary purpose is safety related.
- Infrastructure projects primarily intended to expand capacity to improve Levels of Service for motorists on an existing roadway, such as the creation of additional through lanes (*i.e.* without a clear safety nexus).

- Maintenance activities for an existing roadway primarily to maintain a state of good repair. However, roadway modifications on an existing roadway in support of specific safety-related projects identified in an Action Plan are eligible activities.
- Development or implementation of a Public Transportation Agency Safety Plan (PTASP) required by 49 U.S.C. § 5329. However, a PTASP that identifies and addresses risks to pedestrians, bicyclists, personal conveyance and micromobility users, transit riders, and others may inform Action Plan development.

E. Application Contents and Format

The Planning and Demonstration Grant and the Implementation Grant, respectively, have different application submission and supporting document requirements. The SS4A website (<https://www.transportation.gov/grants/SS4A>) provides many resources to help complete the required submission materials.

1. Implementation Grant Pre-Application Submissions

Prior to submitting an application, a potential Implementation Grant applicant is encouraged to submit a [Self-Certification Eligibility Worksheet](#) and links or attachments to any referenced plan(s) to determine whether the applicant has an existing plan or plans that are substantially similar to an Action Plan, which is required for Implementation Grant eligibility. A pre-application eligibility review request must contain all required materials, including relevant documentation, to receive an eligibility determination by DOT.

Pre-application submissions must be received at or before 5:00 PM (EDT) on April 24, 2026, by emailing SS4A@dot.gov with the subject “Implementation Grant Eligibility Review: *Applicant*

Name, State.” DOT expects to provide an affirmative response or details as to why the plan(s) do not meet eligibility requirements to the applicant within three weeks of receipt. Each applicant may request only one pre-application submission review. DOT will not perform pre-application reviews of full application materials nor provide feedback on the quality of the overall application.

If a potential applicant has an Action Plan covering their jurisdiction that was developed using prior SS4A funds that has been accepted by DOT, they should not submit those plans for pre-application eligibility review. DOT will confirm eligibility for these applicants upon application submittal.

Planning and Demonstration Grant applicants are not eligible for pre-application submission reviews.

2. Planning and Demonstration Grant Application Submissions

The application must include the application materials as described below. The necessary file formats for each application component will be displayed on the Valid Eval application portal.

Standard Forms

All applicants must submit the following Standard Forms:

- Application for Federal Assistance (SF-424),
- Budget Information for Non-Construction Programs (SF-424A),
- Assurances for Non-Construction Programs (SF-424B), and
- Disclosure of Lobbying Activities (SF-LLL).

The SF-424 requests applicants provide information on “Estimated Funds” (box 18). This budget must list the amount and percent of both the total Federal funding requested and any additional non-Federal funds, if any, that will be used to pay for the project. If the SS4A Federal funding amounts requested differ between forms and/or other application materials, the amount in the SF-424 will be used to determine funding. Funding requests must be in whole numbers (no cents). For the SF-424A form, Section D and Section E are optional as described in the SF-424A instructions.

Key Information Questions

The following questions are asked in the SS4A application on Valid Eval at https://usg.valideval.com/teams/usdot_ss4a_2026_planning_demo/signup.

Table 2: Example Planning and Demonstration Application Key Information Table

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
Application Type (select one)	• Develop a new Action Plan; • Update/add to an existing local safety plan to meet the requirements of an SS4A Action Plan as described in Table 1 Action Plan Components; • Develop or update an Action Plan and conduct Demonstration or Supplemental Planning activities; or • Conduct Demonstration or Supplemental Planning activities only.
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.

Title	Instructions
Project Goal/Description	A short description of the proposed activities and how they will address the safety problem(s) in the applicant's jurisdiction.
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 2019-2023 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 2019-2023, 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.
Description of Supplemental Planning and Demonstration Activities (if relevant)	See Section D.5.i: Planning and Demonstration Grants
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 (<i>e.g.</i> , State governmental agency) that originated as Federal funds.
Coordination	For applications that include Action Plan development or updates, the applicant agency must affirm that they will coordinate with any jurisdictions that geographically overlap with the applicant jurisdiction and have received SS4A funding to develop or update an Action Plan or have submitted an FY26 application requesting funds to develop or update an Action Plan.

Title	Instructions
	Proof of coordination (<i>e.g.</i> , letter, email) from ALL such geographically overlapping entities affirming they are aware of your application and the need for coordination to avoid duplication of efforts must be provided as an attachment to the application.

Narrative

The narrative should include a brief description of the proposed activities. The narrative should also respond to the Planning and Demonstration Grant **Safety Context** merit criteria described in Section G.1.i: Planning and Demonstration Grant Merit Criteria to affirm the proposal's alignment with SS4A safety considerations and address the criteria. The applicant does not need to address the Safety Impact or Underserved Communities merit criteria in the narrative; these are based on nationally available data.

Applicants requesting less than \$100,000 in funding must explain how the scope of activities will be completed with the funding amount proposed.

Applicants requesting funding for demonstration activities to inform an Action Plan must provide a brief schedule showing when the activities will occur (*e.g.*, temporary materials installed, when the pilot would begin), and the start/end dates of the pilot. If anticipated to be a schedule constraint, applicants should include in the narrative any potential timeline implications of meeting administration requirements in Section I such as domestic preference and any required waivers, NEPA requirements, and any applicable permitting and approval timeframes.

Narrative Requirements:

- The narrative should be in PDF format, with font size no less than 12-point Times New Roman, margins a minimum of one inch on all sides, and include page numbers.

- The narrative should be no longer than two pages if requesting less than \$1,000,000 in Federal funds. If requesting \$1,000,000 or more in Federal funds, the narrative must be no longer than three pages.

Self-Certification Eligibility Worksheet

If only applying for supplemental planning and/or demonstration activities that will inform the update of an existing Action Plan, applicants must either demonstrate that their existing plan is eligible by attaching a completed [Self-Certification Eligibility Worksheet](#), or be in the process of developing or updating an SS4A-funded Action Plan from a previous grant round, as described in Section C.3.i.

If applying to develop a new Action Plan, applicants do not need to include the Self-Certification Eligibility Worksheet even if supplemental planning and/or demonstration activities are included.

Map

The applicant must submit a map in both PDF and spatial format (*e.g.*, Shapefile, .KML) that shows the location of the jurisdiction and highlights the roadway network under the applicant's jurisdiction. Applicants requesting funding for demonstration activities must include the locations of any proposed demonstration pilots if known.

Estimated Budget

Applicants are required to show how different funding sources will contribute to each activity and present the data in whole dollars in a table similar to [Table 3: Planning and Demonstration Grant Supplemental Estimated Budget](#), below. A template is available at <https://www.transportation.gov/grants/ss4a/planning-and-demo-grant-budget-template>. The Planning and Demonstration Grant Supplemental Estimated Budget should summarize the

amount of funding going toward each of the three eligible activities for a Planning and Demonstration Grant as applicable (developing a new Action Plan, conducting supplemental planning to update an existing plan, and carrying out demonstration activities to inform the development or update of an Action Plan). Funding sources should be grouped into four categories: SS4A funding request, SS4A non-Federal match, total SS4A project cost, and other Federal funds (if applicable), with specific amounts for each funding source. Estimated costs or value of in-kind matches should also be provided. The budget should show how each source of funds will be spent. This budget should not include any previously incurred expenses, or costs to be incurred before the time of award and obligation because these expenses are not eligible for reimbursement or cost-sharing. This table should be completed in a manner consistent with the Federal funding amount, non-Federal share, and total project cost in the SF-424 form.

Table 3: Planning and Demonstration Grant 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	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal Budget for New or Updated Action Plan	\$0.00	\$0.00	\$0.00	\$0.00
Itemized Estimated Costs of Supplemental Planning Activities (if applicable)				
Supplemental Planning Activity #1	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
Supplemental Planning Activity #2	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
Supplemental Planning Activity #3	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00

Subtotal Budget for Supplemental Planning	\$0.00	\$0.00	\$0.00	\$0.00
Itemized Estimated Costs of Demonstration Activities (if applicable)				
Demonstration/Pilot Activity #1	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
Demonstration/Pilot Activity #2	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal Budget for Demonstration Activities	\$0.00	\$0.00	\$0.00	\$0.00
Total Budget for Planning and Demonstration Activities	\$0.00	\$0.00	\$0.00	\$0.00

3. Implementation Grant Application Submissions

The application must include the application materials as described below. The necessary file formats for each application component will be displayed on the Valid Eval application portal.

Standard Forms

All applicants must submit the following Standard Forms:

- Application for Federal Assistance (SF-424),
- Budget Information for Construction Programs (SF-424C),
- Assurances for Construction Programs (SF-424D), and

- Disclosure of Lobbying Activities (SF-LLL).

The SF-424 requests applicants provide information on “Estimated Funds” (box 18). This budget must list the amount and percent of both the total Federal funding requested and any additional non-Federal funds, if any, that will be used to pay for the project. If the SS4A Federal funding amounts requested differ between forms and/or other application materials, the amount in the SF-424 will be used to determine funding. Funding requests must be in whole numbers (no cents).

Key Information Questions

The following questions are asked in the SS4A application on Valid Eval at

https://usg.valideval.com/teams/usdot_ss4a_2026_implementation/signup.

Table 4: Example Implementation Grant Application Key Information Table

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.
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/Description	A short description of the proposed activities and how they will address the safety problem(s) in the applicant’s jurisdiction.
Primary Project Purpose (select one)	• Infrastructure Strategies: Build physical transportation improvements; goal is to create safer facilities (e.g., constructing roundabouts, sidewalks, and traffic calming measures) • Behavioral Strategies: Focus on altering road user behavior and/or reinforcing roadway habits for all users (e.g., performing High Visibility Enforcement or safety outreach campaigns) • Operational or Technology Strategies: Focus on enhancing the safety and efficacy of existing transportation infrastructure

Title	Instructions
	(e.g., updating signal phasing to protect turning movements or address conflict points at intersections) Public Safety Infrastructure Strategies: Focus on programs or technologies used by public safety agencies (e.g., field blood distribution or improved emergency communications) to prevent, respond to, and/or reduce the severity of roadway crashes.
Total Applicant Jurisdiction Population	Source: 2020 U.S. Census data.
Total Count Motor Vehicle-Involved Roadway Fatalities in the Applicant Jurisdiction 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 2019-2023 data.
Total Average Annual Fatality Rate (per 100,000 population) for the Applicant Jurisdiction	The fatality rate calculated using the 5-year annual average from the <i>total count of fatalities</i> based on FARS data from 2019-2023, divided by the population of the applicant's jurisdiction based on 2020 U.S. Census population data.
Inclusion of Underserved Communities in Jurisdiction(s)	Whether the jurisdiction(s) covered by this application are or include underserved communities.
Inclusion of Underserved Communities in Project Area(s)	Whether the project area(s) covered by this application are or include underserved communities.
Project Area Fatalities	Count of fatalities in the project area(s). May use source other than FARS, provided the data source is included in the application. 2019-2023 data is recommended, but applicants may use the most recent five-year data available.
Project Area Serious Injuries OR Project Area Injuries Severity Unknown	Count of serious injuries in the project area(s). Applicants without reliable serious injury data may use suspected serious injury figures. The data source must be included in the application. 2019-2023 data is recommended, but applicants may use the most recent five-year data available.

Title	Instructions
Applicant roadway safety responsibility (may select multiple)	• Ownership and/or maintenance responsibilities over a roadway network; • Safety responsibilities that affect roadways; • Have an agreement with the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction
Does your project include Supplemental Planning and/or Demonstration activities?	See Section D.5.i
Would you consider accepting funding for only Supplemental Planning and/or Demonstration activities?	Yes, no, n/a.
Total SS4A Federal Funds Requested	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 SS4A Federal Funding Request and Total SS4A Non-Federal Share/Match.
Total Other Federal Funds Used (if applicable)	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.
SS4A Funding Request for Supplemental Planning and/or Demonstration Activities (A)	Must be consistent with Implementation Grant Supplemental Budget
SS4A Funding Request for Planning, Design, and Development Activities for Projects/Strategies (B)	Must be consistent with Implementation Grant Supplemental Budget
SS4A Funding Request for Carrying Out Projects and Strategies (C)	Must be consistent with Implementation Grant Supplemental Budget
Existing Comprehensive Safety Action Plan (or equivalent)	Link to or attachment

Narrative

In narrative form, the applicant must respond to the Implementation Grant merit criteria described in Section G.1.ii to affirm its alignment with SS4A safety considerations and to address the criteria.

a) Narrative Requirements

- The narrative should be in PDF format, with font size no less than 12-point Times New Roman, margins a minimum of one inch on all sides, and include page numbers.
- The narrative may not exceed 12 pages in length, excluding cover page and the table of contents.
- Implementation Grant applications that include supplemental planning and demonstration activities may submit up to two additional pages – 14 pages total – if they are focused solely on responding to the Supplemental Planning and Demonstration Activities merit criterion (see Section G.1.ii).
- The following application elements do not count toward the page limit:
 - [Self-Certification Eligibility Worksheet](#)
 - Budget
 - Appendices, which may include additional maps and documents supporting assertions or conclusions made in the narrative.
- If possible, website links to supporting documentation should be provided rather than copies of these supporting materials.
- If supporting documents are submitted, applicants should clearly identify within the narrative the relevance of each supporting document.

- Letters of support are encouraged, especially from relevant stakeholders and Public Safety Agencies and associated Labor Unions representing First Responders. Letters of support should be submitted with the application as one consolidated set in one supporting attachment on Valid Eval.

b) Recommended Narrative Outline

Applicants are not required to follow a specific narrative format, but the structure should clearly identify the narrative portions associated with each merit criterion. DOT recommends that the narrative follows the outline below to address the program requirements and assist evaluators in locating relevant information.

Overview	See below
Location	See below
Response to Merit Criteria	See Section G.1
Project Readiness	See Section G.1.ii

1. Overview

This section should provide an introduction and describe the proposed activities, safety context, jurisdiction, and any high-level background information that would be useful to understand the rest of the application.

2. Location

This section of the application should describe the jurisdiction's location, the jurisdiction's high-injury network or equivalent geospatial identification (*i.e.*, geographic or locational data using maps) of higher risk locations, and potential locations (*e.g.*, corridors or intersections) of the projects and strategies they plan to implement based on their Action Plan.

Note that the applicant is not required to provide exact locations for each project or strategy if they are not yet defined. In this case, the application should identify which geographic locations are under consideration for projects and strategies to be implemented and what analysis will be used in a final determination.

3. Response to Merit Criteria

This section should respond to the criteria for evaluation and selection in Section G.1 of this notice and include a compelling narrative to highlight how the application aligns with four required merit criteria: #1 Safety Need; #2 Safety Impact; #3 Implementation Costs; and #4 Engagement and Collaboration. If the application is bundling supplemental planning and/or demonstration activities, it also must include narrative responding to criterion #5 Supplemental Planning and Demonstration Activities.

4. Project Readiness

The applicant must provide information to demonstrate the applicant's ability to complete the full scope of work in the application proposal within five years of when the grant agreement is executed, with a particular focus on environmental permitting, design, and construction, as well as right of way acquisition, and utility relocation, if applicable. Applicants should indicate if they will be seeking permission to use roadway design standards that are different from those generally applied by the State in which the project is located. As part of this portion of the narrative, the applicant must include a detailed activity schedule that identifies all major project and strategy milestones. Examples of such milestones include State and local planning approvals; start and completion of the NEPA process and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; utility

relocation; approval of plans, specifications, and estimates; procurement; public involvement; partnership and implementation agreements; and construction. Environmental review documentation should describe in detail known project impacts and possible mitigation for those impacts. When a project will result in impacts, an award recipient must take steps to engage the public. At a minimum, the project readiness narrative and detailed project activity schedule must include the applicability and disposition of: NEPA and Federal environment reviews and approvals; utility relocation; and right-of-way acquisition. For additional guidance and resources, visit <https://www.transportation.gov/grants/SS4A>.

Self-Certification Eligibility Worksheet

Submit a completed [Self-Certification Eligibility Worksheet](#) demonstrating that the jurisdiction has an Action Plan that meets the requirements described in [Table 1: Action Plan Components](#).

Map

The applicant must submit a map in both PDF and spatial format (*e.g.*, Shapefile, .KML) that shows the location of the jurisdiction and highlights the roadway network under the applicant's jurisdiction. The map should show the jurisdiction's high-injury network and potential locations of the projects and strategies.

Estimated Budget

This section of the application should describe the budget for the SS4A proposal. Applicants are required to submit an Implementation Grant Supplemental Estimated Budget that provides an overview of estimated activity costs, organized by all major cost elements. The budget should provide itemized estimates of the costs by separating different locations and/or different sets of proposed projects and strategies that address a similar safety problem and provide a breakdown of the major individual components that contribute to each of the line items. This information

should include capital costs for infrastructure safety improvements and/or costs associated with behavioral and operational safety projects and strategies. The section should also distinguish between the three eligible activity elements: (A) supplemental planning and demonstration activities in support of an existing Action Plan; (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and (C) carrying out projects and strategies identified in an Action Plan. See Section C.3 for more information on eligible activities.

Implementation Grant Supplemental Estimated Budgets should show how different funding sources will contribute to each activity and present the data in whole dollars. A template for the supplemental budget is available at <https://www.transportation.gov/grants/ss4a/implementation-grant-budget-template>. Funding sources should be grouped into four categories: SS4A funding request, SS4A non-Federal match, total SS4A project cost, and other Federal funds (if applicable), with specific amounts for each funding source. Estimated costs or value of in-kind matches should also be provided. The budget should show how each source of funds will be spent. This budget should not include any previously incurred expenses, or costs to be incurred before the time of award and obligation because these expenses are not eligible for reimbursement or cost-sharing. This table should be completed in a manner consistent with the Federal funding amount, non-Federal share, and total project cost in the SF-424 form. This table should be completed in a manner consistent with the SF-424 in terms of total project cost, SS4A Federal share, and SS4A cost sharing/match.

Table 5: Implementation Grant Supplemental Estimated Budget

Activities	SS4A Federal Funding Request	SS4A Non- Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Itemized Estimated Costs of the (A) Supplemental Action Plan Activities (if applicable)				
Supplemental Planning or Demonstration Activity #1	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
Supplemental Planning or Demonstration Activity #2	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Component</i>	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal Budget for (A) Supplemental Action Plan Activities	\$0.00	\$0.00	\$0.00	\$0.00
Itemized Estimated Costs of the (B) Planning, Design, and Development Activities				
Planning, Design, and Development - Location or Project #1	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #1</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #1</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #1</i>	\$0.00	\$0.00	\$0.00	\$0.00
Planning, Design, and Development - Location or Project #2	\$0.00	\$0.00	\$0.00	\$0.00

Activities	SS4A Federal Funding Request	SS4A Non- Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
<i>Individual Component for Location or Project #2</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #2</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #2</i>	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal Budget for (B) Conducting Planning, Design, and Development Activities	\$0.00	\$0.00	\$0.00	\$0.00
Itemized Estimated Costs of the (C) Proposed Projects and Strategies				
Implementation - Location or Project #1	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #1</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #1</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #1</i>	\$0.00	\$0.00	\$0.00	\$0.00
Implementation - Location or Project #2	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #2</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #2</i>	\$0.00	\$0.00	\$0.00	\$0.00
<i>Individual Component for Location or Project #2</i>	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal Budget for (C) Carrying Out Projects and Strategies	\$0.00	\$0.00	\$0.00	\$0.00
Total Budget for Activities (A), (B), and (C)	\$0.00	\$0.00	\$0.00	\$0.00

F. Submission Requirements and Deadlines

1. Address to Request Application Package

All grant application materials can be accessed at grants.gov under opportunity number DOT-SS4A-FY26-01. Potential applicants may also request paper copies of materials at:

Email: SS4A@dot.gov

Phone: 202-948-3466 (Telecommunication Relay Service: 7-1-1)

Mail: U.S. Department of Transportation

1200 New Jersey Avenue SE

W84-237

Washington, DC 20590

2. Unique Entity Identifier and the System for Award Management (SAM)

Each applicant is required to:

- a. Be registered in SAM (<https://sam.gov/content/home>) before submitting its application;
- b. Provide an active unique entity identifier in its application; and
- c. Continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency.

DOT may not make a Federal award to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully

complied with the requirements by the time DOT is ready to make an award, DOT may determine that the applicant is not qualified to receive an award and use that determination as a basis for making an award to another applicant.

3. Submission Instructions

Applicants must submit their applications electronically via Valid Eval at:

https://usg.valideval.com/teams/usdot_ss4a_2026_planning_demo/signup for Planning and Demonstration Grant applicants

https://usg.valideval.com/teams/usdot_ss4a_2026_implementation/signup for Implementation Grant applicants

For technical assistance with Valid Eval, applicants should contact Valid Eval at support@valideval.com.

4. Submission Dates and Times

This NOFO has a single application deadline for both Planning and Demonstration and Implementation Grant applicants. All applications must be submitted by 5:00 PM (EDT) on Tuesday, May 26, 2026. Applications cannot be submitted to Valid Eval after the deadline. Late applications will not be considered unless there is a technical issue directly caused by the online proposal submission system (Valid Eval), and the applicant contacts Valid Eval at support@valideval.com describing the technical issue no later than 1:00 PM (EDT) on Tuesday, May 26, 2026.

Pre-application submissions to review an applicant's [Self-Certification Eligibility Worksheet](#) must be received via email at or before 5:00 PM (EDT) on April 24, 2026.

5. Intergovernmental Review

This program is not subject to intergovernmental review and applicants should select "c" on Box 19 of the SF-424 form.

G. Application Review Information

1. Merit Criteria

This section specifies the criteria DOT will use to evaluate and select applications for SS4A grant awards. All complete applications from eligible applicants will be reviewed against the merit criteria. Planning and Demonstration Grants and Implementation Grants, respectively, each have their own set of application review and merit criteria.

i. Planning and Demonstration Grant Merit Criteria

For Planning and Demonstration Grants, DOT will use three merit criteria to evaluate proposals.

DOT will evaluate each application narrative against merit criteria #1 Safety Context using the rubric table provided below. Individual ratings of **High, Medium, Low, or Non-Responsive** will be assigned to each Planning and Demonstration Grant component included in the proposal – developing a new 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. Together, the individual component ratings will roll up into an overall rating for the Safety Context merit criterion.

DOT will also evaluate quantitative data in two criteria: #2 Safety Impact; and #3 Underserved Communities. The adequacy and reasonableness of costs will also be considered.

Merit Criterion #1: Safety Context Rubric Table

Merit Criteria	Non-Responsive	Low	Medium	High
New/Updated Action Plan	The project is not connected to an Action Plan; the narrative indicates the proposal is expected to negatively affect roadway safety; or the narrative does not contain sufficient information.	The project is expected to make a very limited advancement in safety planning. The proposal is weakly tied to safety planning. The narrative <u>is missing two or more</u> of the components below, and/or contains insufficient information to assess the project's impact: • A clear description of the Action Plan scope of work to be performed; • A clear description of the roadway safety issues that necessitate Action Plan development; • A clear and detailed approach to developing an Action Plan that contains all required components as described in Table 1 of the NOFO, with a clear goal to engage with a variety of stakeholders to identify evidence-based, high-impact,	The project is expected to moderately advance safety planning, however the narrative <u>is missing</u> clear or detailed descriptions of <u>one</u> of the following components: • A clear description of the Action Plan scope of work to be performed; • A clear description of the roadway safety issues that necessitate Action Plan development; • A clear and detailed approach to developing an Action Plan that contains all required components as described in Table 1 of the NOFO, with a clear goal to engage with a variety of stakeholders to identify evidence-based, high-impact, low-cost, and innovative strategies for all road users.	The project is expected to strongly advance safety planning. The narrative includes <u>ALL of the following components</u>: • A very clear and detailed description of the Action Plan scope of work to be performed; • A very clear and detailed description of the specific local roadway safety issues that necessitate Action Plan development; • A very clear and detailed approach to developing an Action Plan that contains all required components as described in Table 1 of the NOFO, with a clear goal to engage with a variety of stakeholders to identify evidence-based, high-impact, low-cost, and innovative strategies for all road users.

Merit Criteria	Non-Responsive	Low	Medium	High
		low-cost, and innovative strategies for all road users.		
Supplemental Planning	The project is not connected to Supplemental Planning activities; the narrative indicates the proposal is expected to negatively affect roadway safety; or the narrative does not contain sufficient information.	The project is expected to make a very limited advancement in safety planning. The proposal is weakly tied to safety planning. The narrative <u>is missing two or more</u> of the components below, and/or contains insufficient information to assess the project's impact: • A clear description of the Supplemental Planning scope of work to be performed; • A clear description of the roadway safety issues that necessitate the Supplemental Planning activities; • A clear description of how the funded Supplemental Planning activities will inform an Action Plan and identify evidence-based, high-impact, low-cost, and innovative strategies for all road users.	The project is expected to moderately advance safety planning, however the narrative <u>is missing</u> clear or detailed descriptions of <u>one</u> of the following components: • A clear description of the Supplemental Planning scope of work to be performed; • A clear description of the roadway safety issues that necessitate the Supplemental Planning activities; • A clear description of how the funded Supplemental Planning activities will inform an Action Plan that contains all required components as described in Table 1 of the NOFO.	The project is expected to strongly advance safety planning. The narrative includes <u>ALL of the following components</u>: • 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.

Merit Criteria	Non-Responsive	Low	Medium	High
Demonstration Activities	The project is not connected to Demonstration Activities; the narrative indicates the proposal is expected to negatively affect roadway safety; or the narrative does not contain sufficient information.	The project is expected to make a very limited advancement in safety planning. The proposal is weakly tied to safety planning. The narrative <u>is missing two or more</u> of the components below, and/or contains insufficient information to assess the project's impact: • A clear description of the scope of work for the Demonstration Activities to be performed; • A schedule showing when the Demonstration Activities will occur and the start/end dates of the work; • A clear description of the roadway safety issues that necessitate the Demonstration Activities; • A clear description of how the funded Demonstration Activities will inform an Action Plan that contains all required	The project is expected to moderately advance safety planning, however the narrative <u>is missing one</u> of the following components: • A clear description of the scope of work for the Demonstration Activities to be performed; • A schedule showing when the Demonstration Activities will occur and the start/end dates of the work; • A clear description of the roadway safety issues that necessitate the Demonstration Activities; • A clear description of how the funded Demonstration Activities will inform an Action Plan that contains all required components as described in Table 1 of the NOFO, and help to identify evidence-based, high-impact strategies for all road users;	The project is expected to strongly advance safety planning. The narrative includes <u>ALL of the following components</u>: • 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,

Merit Criteria	Non-Responsive	Low	Medium	High
		components as described in Table 1 of the NOFO, and help to identify evidence-based, high-impact strategies for all road users; • A clear description of an approach to measuring the potential safety benefits of the Demonstration Activities through data collection and evaluation.	• A clear description of an approach to measuring the potential safety benefits of the Demonstration Activities through data collection and evaluation.	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.

Merit Criterion #2: Safety Impact

DOT will assess the proposal's Safety Impact using two quantitative ratings that DOT will calculate based on materials provided in the Key Information Table, map, and nationally available data:

- The count of roadway fatalities from 2019-2023 data based on DOT's FARS data, an alternative traffic crash dataset, or a comparable data set with roadway fatality information.¹²
- 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 2019-2023) 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.¹³

Merit Criterion #3: Underserved Communities

DOT will assess the Underserved Communities merit criterion using one quantitative rating that DOT will calculate using the definition of Underserved Community in this NOFO and the mapped jurisdictions included in the application:

- The percentage of the population in the applicant's jurisdiction that resides in an Underserved Community Census tract.¹⁴
- Population of a Census tract, either a tract that is an Underserved Community or not, must be based on 2020 U.S. Census data.

¹² <https://cdan.dot.gov/query>

¹³ <https://www.transportation.gov/grants/ss4a/calculating-average-annual-fatality-rate-ss4a>

¹⁴ [List of Areas of Persistent Poverty and Historically Disadvantaged Communities | US Department of Transportation](#)

Selection Consideration: Budget Costs

DOT will assess the extent to which the budget and costs to perform the proposed activities are reasonable, necessary, and allocable based on 2 CFR § 200.404 and 405, and the extent to which the application delineates the breakdown of Federal funds requested 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. DOT also will review whether costs are reasonable and adequate if the amount requested is under \$100,000.

Selection Consideration: High Fatality Rates

To prioritize areas with the highest fatality rates, DOT may prioritize SS4A Planning and Demonstration Grant applications with a quantitative fatality rate of 17.5 fatalities per 100,000 persons or greater.¹⁵

Selection Consideration: No Prior SS4A Funding

DOT may prioritize SS4A Planning and Demonstration Grant applicants that have not received SS4A funding previously.

ii. Implementation Grant Merit Criteria

Implementation Grants have four required merit criteria: #1 Safety Need; #2 Safety Impact; #3 Implementation Costs, and #4 Engagement and Collaboration. An additional optional merit criterion #5 Supplemental Planning and Demonstration Activities is only required for Implementation Grant applicants requesting funds to conduct supplemental planning and/or carry out demonstration activities.

¹⁵ The 90th percentile threshold value of 17.46 was derived from the 5-year average (2018-2022) fatality rate for all counties with a population of 50,000+, and all cities with a population of 5,000+

DOT will evaluate application narratives against each of the merit criteria using the rubric table provided below. Individual ratings of **High, Medium, Low, or Non-Responsive** will be assigned to each merit criteria. Together, the individual merit criterion ratings will roll up into an overall application rating of Highly Recommended, Recommended, Acceptable, or Not Recommended.

Two additional factors will be used in the selection process: Project Readiness and Award Considerations. The response to each criterion, to the extent practicable, should be aligned with the applicant's Action Plan.

Implementation Grant Merit Criteria Rubric Table

Merit Criteria	Non-Responsive	Low	Medium	High
Safety Need	The narrative does not address a safety problem OR Project negatively affects safety	The narrative is missing two of the components below, and/or contains insufficient information to assess the project's safety need: • The safety problem to be addressed is well-articulated and is clearly supported by strong data and analysis, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user; • The locations of crashes and/or crash risk associated with the specific safety problem are clearly described and displayed on a High Injury Network or equivalent map; • Safety risk is summarized from risk models, hazard analysis, the identification of high-risk roadway features, road safety	The narrative demonstrates the proposal is addressing an existing safety problem, however the narrative is missing one of the following components: • The safety problem to be addressed is well-articulated and is clearly supported by strong data and analysis, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user; • The locations of crashes and/or crash risk associated with the specific safety problem are clearly described and displayed on a High Injury Network or equivalent map; • Safety risk is summarized from risk models, hazard analysis, the identification of high-risk roadway features, road safety	The narrative demonstrates the proposal is addressing a substantial and documented safety problem. The narrative addresses ALL of the following components: • The safety problem to be addressed is well-articulated and is clearly supported by strong data and analysis, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user; • The locations of crashes and/or crash risk associated with the specific safety problem are clearly described and displayed on a High Injury Network or equivalent map; • Safety risk is summarized from risk models, hazard analysis, the identification of high-

Merit Criteria	Non-Responsive	Low	Medium	High
		audits/assessments, near miss data, and/or other proactive safety analyses.	audits/assessments, near miss data, and/or other proactive safety analyses.	risk roadway features, road safety audits/ assessments, near miss data, and/or other proactive safety analyses.
Safety Impact	The projects and strategies do not address the safety problem OR Project negatively affects safety	The proposed projects and strategies are missing more than four of the components below and/or the narrative contains insufficient information to assess the project's safety need: • Are primarily on a High Injury Network or address high-risk roadway features correlated with severe crash types; • Significantly reduce or eliminate roadway fatalities and serious injuries involving various road users; • Use low-cost, high-impact strategies and projects over a wide geographical area; • Use evidence-based, FHWA Proven Safety Countermeasures and/or NHTSA's Countermeasures that Work, and/or other documented highly effective safety	The proposed projects and strategies align with and address an identified safety problem, however the projects and strategies are missing <u>three or four</u> of the following components: • Are primarily on a High Injury Network or address high-risk roadway features correlated with severe crash types; • Significantly reduce or eliminate roadway fatalities and serious injuries involving various road users; • Use low-cost, high-impact strategies and projects over a wide geographical area; • Use evidence-based, FHWA Proven Safety Countermeasures and/or NHTSA's Countermeasures that Work, and/or other documented highly	The proposed projects and strategies align with and comprehensively address the safety problem and provide significant, documented, and data-driven safety benefits. The proposed projects and strategies meet at least five of the following components and are addressed in the narrative: • Are primarily on a High Injury Network or address high-risk roadway features correlated with severe crash types; • Significantly reduce or eliminate roadway fatalities and serious injuries involving various road users; • Use low-cost, high-impact strategies and projects over a wide geographical area; • Use evidence-based, FHWA Proven Safety Countermeasures

Merit Criteria	Non-Responsive	Low	Medium	High
		countermeasures to significantly improve existing roadways; • Measure safety through models, studies, reports, proven noteworthy practices, or Crash Modification Factors (CMF); • Will have safety benefits that persist over time; • Incorporate technologies that promote safety.	effective safety countermeasures to significantly improve existing roadways; • Measure safety through models, studies, reports, proven noteworthy practices, or Crash Modification Factors (CMF); • Will have safety benefits that persist over time; • Incorporate technologies that promote safety.	and/or NHTSA's Countermeasures that Work, and/or other documented highly effective safety countermeasures to significantly improve existing roadways; • Measure safety through models, studies, reports, proven noteworthy practices, or Crash Modification Factors (CMF); • Will have safety benefits that persist over time; • Incorporate technologies that promote safety.
Implementation Costs	Cost information and/or fatality and serious injury information are not provided .	The costs for the implementation of the projects and strategies are missing more than one of the components below and/or insufficient information is provided to assess the reasonableness of costs for implementation of projects and strategies. • Costs are clearly itemized and summarized in a logical manner;	The costs for the implementation of the projects and strategies are summarized in the supplemental budget and narrative and are reasonable based on the projects/strategies being proposed, but the application is missing one of the following components: • Costs are clearly itemized and summarized in a logical manner;	The costs for the implementation of the projects and strategies are summarized in the supplemental budget and narrative. The applications addresses ALL of the following components: • Costs are clearly itemized and summarized in a logical manner in the supplemental budget and narrative

Merit Criteria	Non-Responsive	Low	Medium	High
		- Costs are reasonable based on the projects/strategies being proposed; - The projects and strategies make effective use of Federal funds to address locations with high fatalities proportionate to the amount of funding requested.	- Costs are reasonable based on the projects/strategies being proposed; - The projects and strategies make effective use of Federal funds to address locations with high fatalities proportionate to the amount of funding requested.	- Costs are reasonable and necessary based on the projects/strategies being proposed; - The projects and strategies make effective use of Federal funds to address locations with high fatalities proportionate to the amount of funding requested.
Engagement and Collaboration	The narrative does not address the engagement and collaboration criterion or there is a demonstrated lack of support for the project	The narrative is <u>missing more than two</u> of the following components and/or contains insufficient information to assess the engagement and collaboration benefits: - Ensures investment in preventing roadway fatalities and serious injuries in underserved communities including rural communities; - Includes demographic analysis, both qualitative and quantitative, and stakeholder engagement as part of the project development and implementation process; - Includes or will include meaningful engagement with the public during all	General engagement is described that is not specific to the planning and implementation of the proposed projects/strategies. The narrative is <u>missing one or two</u> of the following components: - Ensures investment in preventing roadway fatalities and serious injuries in underserved communities including rural communities; - Includes demographic analysis, both qualitative and quantitative, and stakeholder engagement as part of the project development and implementation process; - Includes or will include meaningful engagement	The narrative clearly demonstrates plans to ensure investment in the safety needs of underserved communities, as well as engagement with a variety of public and private stakeholders. The narrative has clear and direct evidence of engagement and collaboration in relation to the implementation of the proposed projects and strategies. The narrative addresses ALL of the following components: - Ensures investment in preventing roadway fatalities and serious injuries in underserved communities including rural communities; - Includes demographic analysis, both qualitative

Merit Criteria	Non-Responsive	Low	Medium	High
		phases of the project such as planning, design, construction, and implementation; • Leverages partnerships within the applicant jurisdiction, with other government entities, non-governmental organizations, the private sector, academic institutions, or other relevant stakeholders to achieve safety benefits while avoiding negative consequences for the community.	with the public during all phases of the project such as planning, design, construction, and implementation; • Leverages partnerships within the applicant jurisdiction, with other government entities, non-governmental organizations, the private sector, academic institutions, or other relevant stakeholders to achieve safety benefits while avoiding negative consequences for the community.	and quantitative, and stakeholder engagement as part of the project development and implementation process; • Includes or will include meaningful engagement with the public during all phases of the project such as planning, design, construction, and implementation; • Leverages partnerships within the applicant jurisdiction, with other government entities, non-governmental organizations, the private sector, academic institutions, or other relevant stakeholders to achieve safety benefits while avoiding negative consequences for the community.

Merit Criterion #5: Supplemental Planning and Demonstration Activities

Merit Criteria	Non-Responsive	Low	Medium	High
Supplemental Planning	The project is not connected to Supplemental Planning activities; the narrative indicates the proposal is expected to negatively affect roadway safety; or the narrative does not contain sufficient information.	The project is expected to make a very limited advancement in safety planning. The proposal is weakly tied to safety planning. The narrative is missing two or more of the components below, and/or contains insufficient information to assess the project's impact: • A clear description of the Supplemental Planning scope of work to be performed; • A clear description of the roadway safety issues that necessitate the Supplemental Planning activities; • A clear description of how the funded Supplemental Planning activities will inform an Action Plan and identify evidence-based, high-impact, low-cost, and innovative strategies for all road users.	The project is expected to moderately advance safety planning, however the narrative is missing clear or detailed descriptions of one of the following components: • A clear description of the Supplemental Planning scope of work to be performed; • A clear description of the roadway safety issues that necessitate the Supplemental Planning activities; • A clear description of how the funded Supplemental Planning activities will inform an Action Plan that contains all required components as described in Table 1 of the NOFO.	The project is expected to strongly advance safety planning. The narrative includes <u>ALL of the following components</u>: • 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.

Merit Criteria	Non-Responsive	Low	Medium	High
Demonstration Activities	The project is not connected to Demonstration Activities; the narrative indicates the proposal is expected to negatively affect roadway safety; or the narrative does not contain sufficient information.	The project is expected to make a very limited advancement in safety planning. The proposal is weakly tied to safety planning. The narrative <u>is missing two or more</u> of the components below, and/or contains insufficient information to assess the project's impact: • A clear description of the scope of work for the Demonstration Activities to be performed; • A schedule showing when the Demonstration Activities will occur and the start/end dates of the work; • A clear description of the roadway safety issues that necessitate the Demonstration Activities; • A clear description of how the funded Demonstration Activities will inform an Action Plan that contains all required	The project is expected to moderately advance safety planning, however the narrative <u>is missing one</u> of the following components: • A clear description of the scope of work for the Demonstration Activities to be performed; • A schedule showing when the Demonstration Activities will occur and the start/end dates of the work; • A clear description of the roadway safety issues that necessitate the Demonstration Activities; • A clear description of how the funded Demonstration Activities will inform an Action Plan that contains all required components as described in Table 1 of the NOFO, and help to identify evidence-based, high-impact	The project is expected to strongly advance safety planning. The narrative includes <u>ALL of the following components</u>: • 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

Merit Criteria	Non-Responsive	Low	Medium	High
		components as described in Table 1 of the NOFO, and help to identify evidence-based, high-impact strategies for all road users; • A clear description of an approach to measuring the potential safety benefits of the Demonstration Activities through data collection and evaluation.	strategies for all road users; • A clear description of an approach to measuring the potential safety benefits of the Demonstration Activities through data collection and evaluation.	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.

Selection Consideration: Project Readiness

DOT will review and consider Project Readiness in application selection. Project Readiness focuses on the extent to which the applicant will be able to complete the full scope of work in the Implementation Grant application within five years of when the grant agreement is executed. This includes information related to required design and construction standards, as well as environmental, permitting, and approval processes. DOT also will review and consider how soon the applicant expects to be able to execute a grant agreement based on the project's readiness. DOT will evaluate the extent to which the application:

- Documents all applicable local, State, and Federal requirements;
- Includes information on activity schedule, required permits and approvals, the NEPA class of action and status, State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) status (if applicable), public involvement, right-of-way acquisition plans, procurement schedules, multi-party agreements, utility relocation plans, and risk and mitigation strategies, as appropriate; and
- Is reasonably expected to begin any construction-related projects in a timely manner consistent with all applicable local, State, and Federal requirements.

2. Review and Selection Process

This section addresses the IJA requirement to publish the methodology for evaluation in the NOFO,¹⁶ including how applications advance through the evaluation process and the other considerations made during selection. DOT may utilize reviewers from within DOT or other

¹⁶ See IJA, Pub. L. 117-58, 135 Stat. 429, 816–17, § 24112(d)(4).

Federal agencies. The SS4A grant program review and selection process consists of eligibility reviews, merit criteria review, Senior Review Team consideration and a final selection by the Secretary.

i. Eligibility Review

Teams of Department and contractor support staff will review all applications to determine eligibility based on the Eligibility Information in Section C. This process includes confirmation that the applicant is an eligible entity and has an active UEI. Applications will also be reviewed for completeness.

If DOT cannot confirm eligibility based on the above considerations, the applicant will be contacted and given an opportunity to provide clarifications and/or updated materials.

Eligible applications will be reviewed for merit based on the merit criteria in Section G.1.

The review teams will examine the locations of the applicants to identify if an applicant is requesting funds to develop an Action Plan in a geographic area that previously received SS4A funds to develop an Action Plan, as well as any potential overlap in geographic boundaries in funding requests for FY 2026. DOT will assess the extent to which the application to develop an Action Plan is duplicative of existing or proposed activities and reserves the right to advise applicants with duplicative funding requests to consolidate their efforts as one multijurisdictional group prior to receiving an award. DOT may decline to fund duplicative applications irrespective of their individual merits. Planning and Demonstration Grant Review and Selection Process

ii. Planning and Demonstration Grant Review and Selection Process

Overall Selection Process and Ratings

All eligible SS4A Planning and Demonstration Grant applications receive a Merit Criteria Review to see how well the project described in the application aligns with the Safety Context

merit criterion listed in Section G.1.i. DOT staff will evaluate the significance of the benefits and the extent to which the proposal is likely to achieve the benefits described in the application.

For Merit Criteria #1 Safety Context, each eligible Planning and Demonstration Grant application narrative will be reviewed for its merit based on the Safety Context merit criteria in Section G.1.i. Each application narrative will be reviewed and assessed, and then receive a rating of **Highly Recommended, Recommended, Acceptable, or Not Recommended**. Applications that do not address Merit Criteria #1 Safety Context are deemed “not qualified” and will not be considered for award.

For Merit Criteria #2 Safety Impact and #3 Underserved Communities, the review team will rate eligible applications numerically based on information provided in the application materials and nationally available data.

Safety Context Criterion Rating Methodology

Each Planning and Demonstration Grant application is reviewed to determine which eligible activities are included in the proposal – developing a new Action Plan, conducting supplemental planning to update an existing plan, and carrying out demonstration activities to inform the development or update of an Action Plan.

Each component is assigned a rating of High, Medium, Low, or Non-Responsive, according to the rubric table in Section G.1.i. The individual ratings are tallied to calculate an overall merit rating of: **Highly Recommended, Recommended, Acceptable, or Not Recommended** based on the table below.

Safety Context Component Ratings (Update/New Action Plan, Supplemental Planning, Demonstration Activities)	Overall Criteria #1 Safety Context Rating	Justification
All "High"	Highly Recommended	Consistent excellence across all proposed activities.
Mixed "High" and "Medium"	Highly Recommended	The application shows strong merit; minor weaknesses in some activities do not outweigh primary goals. If more than 1 element is rated “Medium”, then the overall rating is “Recommended.”
"High" and "Low"	Recommended	A "Low" in any activity (like Demonstration Activities) suggests a lack of readiness that prevents a "High" overall rating. If more than 1 element is rated “Low”, then the overall rating is “Acceptable.”
All "Medium"	Recommended	Solid application that meets all basic requirements.
Two or more “Low”	Acceptable	A “Low” in more than one category demonstrates a lack of readiness/clarity about the project being proposed.
All “Low”	Acceptable	Insufficient information is provided.
Any "Not Responsive"	Not Recommended	Fails to meet the basic requirements of the NOFO.

iii. Implementation Grant Review and Selection Process

Overall Selection Process and Ratings

All eligible Implementation Grant applications receive a Merit Criteria Review to see how well the project described in the application aligns with the merit criteria listed in Section G.1.ii: #1 Safety Need; #2 Safety Impact; #3 Implementation Costs; and #4 Engagement and Collaboration. Based on the individual merit criterion ratings, DOT will assign an overall application rating of **Highly Recommended, Recommended, Acceptable, or Not Recommended** based on the evaluation team consensus discussion, and using the rubric table below. The merit criteria are weighted according to importance.

Implementation Grant applications that include supplemental planning or demonstration activities will also be reviewed for criterion #5 Supplemental Planning and Demonstration Activities, but it will not affect the overall Implementation Grant rating. Instead, DOT will use the information to determine whether the supplemental planning and/or demonstration activities should be funded as part of the overall project. DOT is more likely to fund, as part of an overall implementation project, supplemental planning and demonstration activities that rate well on criterion #5. Alternatively, DOT may award an Implementation Grant but exclude proposed supplemental planning or demonstration activities from the scope of the award if those activities were not rated well under criterion #5.

Implementation Grant Application Rating Methodology

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

Project Readiness Criterion Rating Methodology

All Implementation Grant applications will also receive a Project Readiness evaluation, as described below. The reviewers will use the application materials to assess the applicant’s Project Readiness and will provide a rating of either “Likely” or “Unlikely” based on the table below.

Likely	Unlikely
Based on the information provided in the application and the proposed scope of the projects and strategies, it is likely the applicant can execute a grant agreement within 1 year and complete all projects and strategies within 5 years of grant agreement execution. Application provides information on NEPA status, utility relocation, right-of-way acquisition, and other project implementation requirements.	Based on the information provided in the application and the proposed scope of the projects and strategies, it is uncertain whether the applicant can execute a grant agreement within 1 year and complete all projects and strategies within 5 years of grant agreement execution. Application is missing information on NEPA status, and whether utility relocation and/or right-of-way acquisition is required.

iv. Senior Review Team Phase

The Senior Review Team (SRT), comprised of senior DOT officials, determines which highly rated Implementation Grant and Planning and Demonstration Grant applications will be advanced for selection by the Secretary. The SRT may consider the following when determining which applications to advance.

Favorable Considerations:

- Whether previous SS4A funding was awarded to the applicant to develop or update an Action Plan;
- Letters of support, especially from relevant stakeholders and Public Safety Agencies and associated Labor Unions representing First Responders;
- Higher percentage of Implementation Grant funds that will be spent in, and provide safety benefits to, locations in Census tracts designated as underserved communities as defined by this NOFO;¹⁷

¹⁷ See the definition of Underserved Community in Section B, which includes U.S. Census tracts identified as Areas of Persistent Poverty.

- Applicants in a rural area;
- Geographic diversity of Implementation Grant award recipients;
- 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 (including railroad and rail transit);
- 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."; and
- Whether an applicant has a Killed and Serious Injuries per \$1 million in Federal funding rate that is high compared to other Highly Rated applications.

Less Favorable Considerations:

- Inclusion of infrastructure reducing level of service for vehicles or reducing 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; and
- Inclusion of new dedicated bicycle lanes that reduce vehicular capacity or impair movements.

Among well-rated applications, the SRT may prioritize Planning and Demonstration Grant applicants and jurisdictions that have not received prior SS4A funding, as described in Section

G.1.i: Selection Consideration; the SRT may also prioritize Implementation Grant applicants and jurisdictions that did not receive an SS4A Implementation Grant in previous funding rounds.

For each grant type, the SRT will present the list of Applications for Consideration to the Secretary, either collectively or through a representative of the SRT. The SRT may advise the Secretary on any application on the list of Applications for Consideration, including options for reduced awards. The Secretary makes final selections of applications that best address program requirements and are most worthy of funding.

If insufficient merit-worthy applications for Planning and Demonstration Grants are received for DOT to award the full 30 percent of funding set aside for the planning and demonstration grants, the SRT may redirect any such surplus funding toward merit-worthy Implementation Grants.

FY 2026 SS4A applications advanced by the SRT to the Highly Rated List, but that are not awarded, are automatically designated as “Projects of Merit.” Projects with this designation will be carried over into future potential SS4A rounds, subject to authorization and appropriations, and considered by the SRT for advancement to the Highly Rated List, along with other applications eligible for advancement to the Highly Rated List.

Planning and Demonstration Grant Senior Review Team Phase

Once every Planning and Demonstration Grant application has been reviewed based on the methodology above, all applications with a **Highly Recommended** or **Recommended** Safety Context rating will be included in a list of Applications for Consideration by the SRT. If the total funding request for Planning and Demonstration Grants exceeds the funding available, the SRT will consider quantitative merit criteria ratings for **#2 Safety Impact** and **#3 Underserved Communities** as well as applicants that meet the criteria for Award Considerations.

Implementation Grant Senior Review Team Phase

Once every Implementation Grant application has been assigned an overall rating based on the methodology above, all “Highly Recommended” applications will be included in a list of Applications for Consideration by the Secretary. The SRT will review all “Highly Recommended” applications that received an “Unlikely” project readiness rating, and either remove those applicants from the Applications for Consideration or recommend a reduced scope to remove components that reduced the project’s readiness, so that if awarded the applicant would be likely to execute a grant agreement within one year and complete the scope of work within five years of the grant agreement execution. The Secretary will consider the applications with a reduced scope due to the “Unlikely” project readiness rating in the same way as applications with a “Likely” rating.

In addition, to ensure the funding awards align to the extent practicable with the program goals, the SRT may review and call up “Recommended” applications for substantial safety benefits. SRT-identified “Recommended” applications with substantial safety benefits that would otherwise be added to the Applications for Consideration will also receive a SRT project readiness review similar to all “Highly Recommended” applications.

For applications that would not otherwise be included on the list of Applications for Consideration, the SRT may include applications with supplemental planning and demonstration activity funding that received a “High” or “Medium” rating for merit criterion #5 Supplemental Planning and Demonstration Activities. The SRT may recommend to the Secretary that DOT fund a reduced scope of only the supplemental planning and demonstration activities for these applications.

Risk Review

Pursuant to federal statute and regulation, DOT is required to review eligibility and financial integrity information for applicants, available in databases designated by the Office of Management and Budget (OMB), prior to making a Federal award.¹⁸

DOT is required to review the responsibility and qualification records available in the non-public segment of SAM prior to making a Federal award where the Federal share is expected to exceed the simplified acquisition threshold, defined at [41 U.S.C. § 134](#), over the period of performance. An applicant can review and comment on any information in the responsibility/qualification records available in SAM.

When assessing risk, DOT will consider:

- ***Financial stability.*** The applicant's record of effectively managing financial risks, assets, and resources;
- ***Management systems and standards.*** Quality of management systems and ability to meet the management standards prescribed in this part;
- ***History of performance.*** The applicant's record of managing previous and current Federal awards, including compliance with reporting requirements and conformance to the terms and conditions of Federal awards, if applicable;
- ***Audit reports and findings.*** Reports and findings from audits performed under subpart F or the reports and findings of any other available audits, if applicable; and

¹⁸ See Payment Integrity Information Act of 2019, Pub. L. 116-117, 134 Stat. 113; 31 U.S.C. § 3354 (the “Do Not Pay Initiative”); 41 U.S.C. § 2313; and 2 CFR § 200.206.

- ***Ability to effectively implement requirements.*** The applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on recipients of Federal awards.

Before making decisions in the risk review required by [§ 200.206](#), DOT will consider any comments by the applicant, along with information available in the responsibility/qualification records in SAM.gov.

H. Federal Award Notices

The Secretary will announce awards no later than 270 days after issuing the NOFO. Following the evaluation outlined in Section G, the Secretary will announce awarded applications by posting a list of selected recipients at <https://www.transportation.gov/grants/SS4A>. The posting of the list of selected award recipients will not constitute an authorization to begin performance. Following the announcement, DOT will contact the point of contact listed in the SF-424 to initiate negotiation of a grant agreement unless the applicant notifies DOT of a changed contact via SS4A@dot.gov.

1. Availability of Funds

Grant funding obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2026 SS4A grant awards, any costs incurred prior to DOT's obligation of funds for activities ("pre-award costs") are ineligible for reimbursement and may not be used as matching funds. If authorized by DOT in writing, Implementation Grant award recipients may incur pre-award costs for NEPA and design

activities, and these expenses may count toward match or cost share. Applicants who expect to request pre-award authority must clearly articulate such request in the application. DOT will determine whether such pre-award costs may be counted toward match or cost share on a case-by-case basis. All SS4A funds must be expended within five years after the grant agreement is executed.

SS4A funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted. Grant agreements are expected to be administered on a reimbursement basis; and at DOT's discretion alternative funding arrangements may be established on a case-by-case basis.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, nondiscrimination requirements, and other assurances made applicable to the award of funds in accordance with applicable executive orders and the regulations of DOT; and applicable Federal financial assistance and contracting principles promulgated by the OMB. In complying with these requirements, recipients must ensure that no concession agreements are denied, or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

I. Post-Award Requirements and Administration

1. Administrative and National Policy Requirements

i. Compliance with Federal Law and Policies

Except where prohibited by court order, the applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.

ii. Federal Anti-Discrimination

Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each Recipient must agree that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of Title 31, United States Code.

Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each Recipient must certify that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

iii. Civil Rights and Title VI

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR Part 21), the ADA, and section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794), all other civil rights requirements, and accompanying regulations. This should include a current Title VI plan, completed Community

Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. DOT's and the applicable Operating Administrations' Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

iv. National Environmental Policy Act of 1969 (NEPA)

Funding recipients must comply with NEPA under 42 U.S.C. § 4321. Obligation of Federal funds for final design, right-of-way acquisition, utility relocation, and/or construction will not occur until NEPA approval is received. In these cases, the grant agreement will require a partial obligation of Federal funding until NEPA approval is obtained and a grant agreement amendment to obligate additional funding after NEPA approval is received and documented.

v. Domestic Preference Requirements

As expressed in Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers (86 FR 7475), the executive branch should maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Infrastructure projects and demonstration activities are subject to the Build America, Buy America Act as clarified in OMB Memorandum M-24-02.¹⁹ Projects under this notice are subject to the domestic preference requirement at section 70914 of the Build America, Buy America Act. DOT expects all recipients to comply with this requirement.

¹⁹ See IJIA, Pub. L. No. 117-58, Div. G, Title IX, Subtitle A, 135 Stat. 429, 1298, § 70914 (2021). For additional information and guidance on section 70914, see OMB-24-02, available at: <https://www.whitehouse.gov/wp-content/uploads/2023/10/M-24-02-Buy-America-Implementation-Guidance-Update.pdf>.

vi. Labor and Workforce

Each applicant selected for SS4A grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with a free and fair choice to join a union in project construction and in on-going operations and maintenance, and promote cost-effectiveness and open competition through union participation and the use of project labor agreements, registered apprenticeship programs, and other joint labor-management training programs.

vii. Critical Infrastructure Security and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including physical and cyber threats, consistent with the National Security Memorandum (NSM-22) on Critical Infrastructure Security and Resilience, and the National Security Memorandum on Critical Infrastructure Cybersecurity for Critical Infrastructure Control Systems. Each applicant selected for SS4A grant funding must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Award recipients that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by DOT and the Department of Homeland Security, will be required to do so before receiving Implementation Grant funds.

viii. Other Administrative and Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR Part 200 as adopted by DOT at 2 CFR Part 1201. In addition, as permitted under the requirements described above,

applicable Federal laws, rules, and regulations of the relevant operating administration (*e.g.*, the Federal Highway Administration) administering the activities will apply to the activities that receive SS4A grants, including planning requirements, Stakeholder Agreements, and other requirements under DOT's other highway and transit grant programs. DOT anticipates grant recipients to have varying levels of experience administering Federal funding agreements and complying with Federal requirements, and DOT will take a risk-based approach to SS4A program grant administration to ensure compliance with all applicable laws and regulations. Because award recipients under this program may be first-time recipients of Federal funding, DOT is committed to implementing the program as flexibly as permitted by statute and to assisting award recipients through the process of securing a grant agreement and delivering both Planning and Demonstration Grant activities and Implementation Grant projects and strategies. Award recipients are encouraged to identify any needs for assistance in delivering the Implementation Grant projects and strategies so that DOT can provide directly, or through a third party, sufficient support and technical assistance to mitigate potential execution risks.

2. Reporting

i. Progress Reporting on Grant Activity

Reporting responsibilities for award recipients include quarterly program performance reports using the Performance Progress Report (PPR) and quarterly financial status using the SF-425 (also known as the Federal Financial Report or SF-FFR).²⁰

²⁰ <https://www.grants.gov/forms/post-award-reporting-forms.html>

Budget and recipient performance information will be gathered on a quarterly basis in PPR. To fulfill the data collection requirements and in accordance with the DOT Public Access Plan, award recipients must consider, budget for, and implement appropriate data management, for data and information outputs acquired or generated during the course of the grant.²¹ Federally recognized Tribal governments receiving grants may request alternative data collection requirements during grant agreement formulation, as appropriate. Applicants are expected to account for data and performance reporting in their budget submission.

ii. Post Award Reporting Requirements/Reporting of Matters Related to Integrity and Performance

All award recipients shall submit a final report not later than 120 days after the end of the period of performance. A link to submit this report electronically will be provided by the Operating Administration (FHWA, FTA, or NHTSA) administering your grant. The content of the final report includes:

- The costs of each eligible project and strategy carried out using the grant;
- The lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.

Recipients of Implementation Grants or Planning and Demonstration Grants with demonstration activities must also provide:

- Safety performance data, including total fatalities and serious injuries, and fatalities by road user category, and other outcomes and benefits in the project location(s);
- Information about project location(s).

²¹ <https://doi.org/10.21949/1520559>

Award recipients that develop, complete, or enhance an Action Plan must provide information to support that the Action Plan satisfies each of the required Action Plan components listed in Table 1: Action Plan Components.

Award recipients carrying out demonstration activities must also:

- Measure potential benefits through data collection and evaluative activities, and
- Report to DOT how the demonstration activities informed an Action Plan's list of projects and strategies and future implementation.

iii. General Reporting Requirement (Federal Share of SS4A Funds Over \$500,000)

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, the applicant during that period of time must maintain the currency of information reported in SAM that is made available in the designated integrity and performance system about civil, criminal, or administrative proceedings described in Section I.2.iv: "Proceedings About Which Recipients Must Report" of this award term and condition. This is a statutory requirement under section 872 of Pub. L. No. 110-417, as amended (41 U.S.C. § 2313). As required by section 3010 of Pub. L. No. 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available. In addition, if applicable, funding recipients must be in compliance with the audit requirements in 2 CFR Part 200, Subpart F.

iv. Proceedings About Which Recipients Must Report

Recipients must submit the required information about each proceeding that:

- Is in connection with the award or performance of a grant, cooperative agreement, or procurement contract from the Federal Government;
- Reached its final disposition during the most recent five-year period; and
- Is one of the following—
 - A criminal proceeding that resulted in a conviction;
 - A civil proceeding that resulted in a finding of fault and liability and payment of a monetary fine, penalty, reimbursement, restitution, or damages of \$5,000 or more;
 - An administrative proceeding that resulted in a finding of fault and liability and payment of either a monetary fine or penalty of \$5,000 or more or reimbursement, restitution, or damages in excess of \$100,000; or
 - Any other criminal, civil, or administrative proceeding if—
 - It could have led to an outcome described in one of the three examples cited above;
 - It had a different disposition arrived at by consent or compromise with an acknowledgment of fault on the recipient's part; and
 - The requirement in this award term to disclose information about the proceeding does not conflict with applicable laws and regulations.
- ***Reporting Procedures.*** Enter the required information in SAM for each proceeding described in paragraph (b) of this award term. Recipients do not need to submit the information a second time under grants and cooperative agreements that the recipient received if already provided the information in SAM because the recipient were required to do so under Federal procurement contracts that the recipient was awarded.

- ***Reporting Frequency.*** During any period of time when the recipient is subject to the general reporting requirement, the recipient must report proceedings information in *SAM.gov* for the most recent five-year period, either to report new information about a proceeding that the recipient has not reported previously or affirm that there is no new information to report. If the recipient has Federal contract, grant, and cooperative agreement awards with a cumulative total value greater than \$10,000,000, the recipient must disclose semiannually any information about the criminal, civil, and administrative proceedings.
- ***Definitions.*** For purposes of this Notice—
 - Administrative proceeding means a non-judicial process that is adjudicatory in nature to make a determination of fault or liability (for example, Securities and Exchange Commission Administrative proceedings, Civilian Board of Contract Appeals proceedings, and Armed Services Board of Contract Appeals proceedings). This includes proceedings at the Federal and State level but only in connection with the performance of a Federal contract or grant. It does not include audits, site visits, corrective plans, or inspection of deliverables.
 - Conviction means a judgment or conviction of a criminal offense by any court of competent jurisdiction, whether entered upon a verdict or a plea, and includes a conviction entered upon a plea of nolo contendere.
 - Total value of currently active grants, cooperative agreements, and procurement contracts includes the value of the Federal share already received plus any anticipated Federal share under those awards (such as continuation funding).

3. Program Evaluation

DOT intends to measure safety outcomes through a combination of grant agreement activities and data collections, including DOT data collections already underway and program evaluations separate from the individual grant agreements in accordance with Section D.4. Pursuant to 5 U.S.C. § 311, Program Evaluation is “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Recipients and subrecipients are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress. Allowable data and evaluation costs are specified in 2 CFR § 200.455(c). As a condition of grant award, SS4A grant recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. DOT may require applicants to collect data elements to aid the evaluation and/or use information available through other reporting. Grant recipients must agree to: (1) make records available to the evaluation contractor or DOT agency staff; (2) facilitate and provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT agency staff.

J. Other Information

1. Publication of Application Information

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and a few relevant data fields from the application. DOT may share application information within DOT or with other Federal agencies if DOT determines the applicant could benefit from Federal technical assistance programs, or that sharing is relevant to the respective program's objectives.

2. Department Feedback on Applications

DOT strives to provide as much information as possible to assist applicants with the application process. Unsuccessful applicants may request a debrief up to 30 days after the selected funding recipients are publicly announced on <https://www.transportation.gov/grants/SS4A>.

3. Grant Application Resources

DOT will provide resources to help interested applicants understand the different DOT competitive grant programs through webinars, frequently asked questions, templates, and other materials provided on the SS4A program website <https://www.transportation.gov/grants/SS4A>. Additional grant applications resources for this and other Departmental grant programs can be found on the DOT Navigator at www.transportation.gov/dot-navigator. User-friendly information and resources regarding DOT's competitive grant programs relevant to rural applicants can be found on the Rural Opportunities to Use Transportation for Economic Success (ROUTES) website at www.transportation.gov/rural.