



WORK SESSION Agenda

January 13, 2026
5:30 PM
6738 Dixon Street
Milton, FL 32570

- 1. Call Meeting to Order**
- 2. Persons to Appear**
- 3. Swearing-In Ceremony**
 - Item # 2026-3821
 - Swearing-In & Pinning Ceremony- Milton Fire Department
- 4. Invited Speaker**
 - Item # 2025-3809
 - Invited Speaker: Florida Gas Utility
- 5. Review of City Council Regular Meeting Agenda**
- 6. Old Business**
- 7. New Business**
 - Item # 2026-3811
 - Safe Streets For All - Grant Award
- 8. Mayor & Council Comments**
- 9. Public Input**
- 10. Adjournment**

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting is asked to advise the City at least 48 hours before the meeting by contacting City Hall, 6738 Dixon Street, Milton, or by calling 983-5410.

"If any person decides to appeal any decision made by the board, agency, or commission, with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." FS 286.0105



Swearing-In & Pinning Ceremony- Milton Fire Department

MEETING DATE	PREPARED BY
January 13, 2026	Clerk's Office



Invited Speaker: Florida Gas Utility

MEETING DATE	PREPARED BY
January 13, 2026	Clerk's Office



Natural Gas Rate Plan

City of Milton

January 13, 2026

Florida Gas Utility (FGU)

Overview

- Non-profit municipal joint action agency
- Providing natural gas services for over 35 years
 - Specializing in gas supply and capacity management
- 26 Municipal Members throughout Florida
- Active Shipper on several pipelines, including Gulf South, Florida Gas Transmission, Gulfstream and others



Natural Gas Rate Plan

- The City of Milton, as a Member of FGU, has requested a natural gas rate study to come up with a long-term plan to ensure that the natural gas rates are generating sufficient revenues to cover the costs of providing service to customers
- FGU performs rate studies for its Members at no additional charge
- The City of Milton has provided FGU with all data needed to perform the rate study

Natural Gas Rate Plan

- FY2024 billing determinants were used, and the appropriate rates were applied to determine projected revenues for FY2026

FY2024 Bills Issued	57,591
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FY2024 Consumption	3,649,871 ccf
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FY 2026 Projected Revenue	\$ 3,349,032
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Natural Gas Rate Plan

- Calculated Net Margin (Gross Revenues less Cost of Gas) requirements for FY 2026.

	<u>FY 2026 Budget</u>
Natural Gas Revenues (Gross Margin)	\$ 5,749,840
Transfer from Reserves	<u>\$ 365,000</u>
 Total Revenue Requirements	 \$ 6,114,840
 Less Cost of Goods Sold:	
Purchased Gas	\$ 1,923,915
Professional Services - Utility Mgmt	<u>\$ 27,000</u>
 Net Margin	 <u><u>\$ 4,163,925</u></u>



Natural Gas Rate Plan

- Projected revenues for FY2026 were compared to the FY 2026 budgeted revenues to determine the shortfall

FY 2026 Projected Revenue	\$	3,349,032
Net Margin	\$	<u>4,163,925</u>
Net Margin Shortfall	\$	(814,893)
Shortfall		24.3%

Revenue Shortfall Summary

	FY 2026 Budget
Natural Gas Revenues (Gross Margin)	\$ 5,749,840
Transfer from Reserves	\$ 365,000
Total Revenue Requirements	\$ 6,114,840
Less Cost of Goods Sold:	
Purchased Gas	\$ 1,923,915
Professional Services - Utility Mgmt	\$ 27,000
Net Margin	<u>\$ 4,163,925</u>
Net Margin Revenues Achieved	\$ 3,349,032
Net Margin Shortfall	\$ (814,893)
Shortfall as a Percent of Achieved	24.3%

This is the amount of revenues that your Rates need to generate
 Rates = "Minimum Rate" + "Commodity Charge"
 per Ordinance

This amount was calculated using October 1, 2025 rates



City of Milton

Residential Rate Comparisons - Current

City of Milton Rate Comparisons with Selected Utilities

	Central Florida Gas	Florida Public Utilities	Peoples Gas System	Florida City Gas	Okaloosa Gas District	Pensacola Energy	DeFuniak Springs	Palatka	Milton
Rate Schedule - Residential Service	REST-3	RES-3	RS-2	RS-100	Residential	Residential	Residential	Residential	Residential
Customer Charge *	\$26.90	\$26.90	\$24.41	\$22.17	\$15.00	\$11.43	\$11.26	\$14.10	\$12.74
Distribution Charge	\$0.61699	\$0.61699	\$0.35165	\$0.57421	\$1.21530	\$1.27500	\$1.13122	\$0.84174	\$0.99600
Commodity Charge	\$0.67000	\$0.67000	\$0.67000	\$0.67000	\$0.55000	\$0.45000	\$0.45457	\$0.59446	\$0.45000
ECCR Charge / Swing Service	\$0.26935	\$0.03655	\$0.21579	\$0.14192	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
Gas Replacement Infrastructure Program	\$0.01557	\$0.01557	\$0.00322	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
Typical Monthly Usage	15	15	15	15	15	15	15	15	15
Customer Bill Amount (before taxes and fees)	\$50.48	\$46.99	\$43.02	\$42.96	\$41.48	\$37.31	\$35.05	\$35.64	\$34.43
* Inclusive of various surcharges (Environmental, SAFE Program, etc.)									

City of Milton

Commercial Rate Comparisons - Current

City of Milton Rate Comparisons with Selected Utilities

	Central Florida Gas	Florida Public Utilities	Peoples Gas System	Florida City Gas	Okaloosa Gas District	Pensacola Energy	DeFuniak Springs	Palatka Medium Commercial	Milton Commercial
Rate Schedule - Commercial Service	GTS-2	GS-2	SGS	GS-1	Commercial	Commercial	Commercial	Commercial	Commercial
Customer Charge *	\$70.00	\$70.00	\$43.07	\$34.17	\$17.00	\$20.22	\$16.88	\$24.50	\$28.03
Distribution Charge	\$0.63212	\$0.63212	\$0.49286	\$0.57949	\$1.24790	\$1.16600	\$1.13120	\$0.78420	\$0.87000
Commodity Charge	\$0.67000	\$0.67000	\$0.67000	\$0.67000	\$0.55000	\$0.45000	\$0.45457	\$0.59446	\$0.45000
ECCR Charge / Swing Service	\$0.21140	\$0.03100	\$0.16813	\$0.05856	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
Gas Replacement Infrastructure Program	\$0.01824	\$0.01824	\$0.00174	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
Typical Monthly Usage	150	150	150	150	150	150	150	150	150
Customer Bill Amount (before taxes and fees)	\$299.76	\$272.70	\$242.98	\$230.38	\$286.69	\$262.62	\$254.75	\$231.30	\$226.03
* Inclusive of various surcharges (Environmental, SAFE Program, etc.)									



City of Milton

Long Term Rate Plan

- Perform another rate study with refreshed data in June/July 2026 to get an updated snapshot of where the shortfall stands (did it grow or shrink);
- Increase rates by the Consumer Index plus one-third of the shortfall, as determined by the updated rate study, effective October 1, 2026;

City of Milton

Long Term Rate Plan (continued)

- Perform an additional rate study in June/July 2027 to determine the then current shortfall;
- Increase rates by the Consumer Index plus one-half of the remaining shortfall amount, effective October 1, 2027;

City of Milton

Long Term Rate Plan (continued)

- Perform an additional rate study in June/July 2028 to determine the then current shortfall;
- Increase rates by the Consumer Index plus the remaining shortfall amount, effective October 1, 2028; and

City of Milton

Long Term Rate Plan (continued)

- Perform an additional rate study in June/July 2029 to determine if any shortfall remains.
- A slight variation to the above plan would be to extend the shortfall over 4 years, instead of the recommended 3-year time frame.

City of Milton

Residential Rate Comparisons – Post Increase

City of Milton Rate Comparisons with Selected Utilities

	Central Florida Gas	Florida Public Utilities	Peoples Gas System	Florida City Gas	Okaloosa Gas District	Pensacola Energy	DeFuniak Springs	Palatka	Milton
Rate Schedule - Residential Service	REST-3	RES-3	RS-2	RS-100	Residential	Residential	Residential	Residential	Residential
Customer Charge *	\$26.90	\$26.90	\$24.41	\$22.17	\$15.00	\$11.43	\$11.26	\$14.10	\$15.84
Distribution Charge	\$0.61699	\$0.61699	\$0.35165	\$0.57421	\$1.21530	\$1.27500	\$1.13122	\$0.84174	\$1.23803
Commodity Charge	\$0.67000	\$0.67000	\$0.67000	\$0.67000	\$0.55000	\$0.45000	\$0.45457	\$0.59446	\$0.45000
ECCR Charge / Swing Service	\$0.26935	\$0.03655	\$0.21579	\$0.14192	\$0.00000	\$0.00000	\$0.00000	\$0.00000	\$0.00000
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Typical Monthly Usage	15	15	15	15	15	15	15	15	15
Customer Bill Amount (before taxes and fees)	\$50.48	\$46.99	\$43.02	\$42.96	\$41.48	\$37.31	\$35.05	\$35.64	\$41.16
* Inclusive of various surcharges (Environmental, SAFE Program, etc.)									

City of Milton

Commercial Rate Comparisons – Post Increase

City of Milton Rate Comparisons with Selected Utilities

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Typical Monthly Usage	150	150	150	150	150	150	150	150	150
Customer Bill Amount (before taxes and fees)	\$299.76	\$272.70	\$242.98	\$230.38	\$286.69	\$262.62	\$254.75	\$231.30	\$264.55
* Inclusive of various surcharges (Environmental, SAFE Program, etc.)									

Expand Customer Base – Connection Fees

Generator Only Accounts

- Natural Gas Utilities generally only add customers when it is feasible to do so
- Perform a financial test to determine the maximum amount of capital that the utility is willing to spend to connect the customer
- Uses specific appliance usage to determine projected annual revenue
- Maximum level of capital is equal to projected annual revenue multiplied by the number of years to achieve breakeven
- Typical number of years is between 5 and 10 years

Expand Customer Base – Connection Fees

Generator Only Accounts

- Anything above the maximum level of capital should be paid for by the Customer, in advance of the work performed
- Example:
 - Estimated Cost to Connect New Customer to System: \$1,500
 - Estimated Revenue from New Customer over 5 years: \$1,000
 - New Customer must pay the difference (\$500), up front, to receive service
- FGU can assist in the development of a spreadsheet model to perform these calculations

City of Milton Natural Gas Rate Plan

Discussion



Agenda Item # 2026-3811

Safe Streets For All - Grant Award

MEETING DATE

January 13, 2026

PREPARED BY

Jacob Hullett, Grants Manager /
Sustainability Resource
Coordinator

BACKGROUND

On Feb. 11th, 2025, Milton City Council approved the city staff to move plans forward and apply for the Safe Streets For All DOT grant. The aim for the grant is to create a "Safety Action Plan" which will provide the City with a mobility plan. The plan's focus deals with public safety, transportation design elements, current problematic areas, and includes future transportation concerns as they relate directly to the City of Milton and DOT's planning. The awarded grant is for \$240,000, with a \$60,000 match bringing the project total to \$300,000.

SUMMARY

Council approval or denial is required for grant award acceptance/rejection

RECOMMENDATION

ATTACHMENTS

1. 2025 SS4A NOFO
2. City of Milton FL - SS4A - Project Narrative
3. signed - milton - sf-424 ss4a

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Docket Number: DOT-OST-2025-0050

USDOT FY25 Safe Streets and Roads for All Funding

ISSUED: March 28, 2025

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

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

Each section of this Notice of Funding Opportunity contains information and instructions relevant to the application process for SS4A grants, and all applicants should read this notice in its entirety to have the information they need to submit eligible and competitive applications.

Section	Content
A	Basic Information
B	Definitions
C	Eligibility Information
D	Program Description
E	Federal Award Information
F	Submission Requirements and Deadlines
G	Application Review Information
H	Federal Award Notices
I	Post-Award Requirements and Administration
J	Other Information

A. Basic Information

Basic Information: Safe Streets and Roads for All (SS4A)	
Federal Agency Name	Office of the Secretary of Transportation, U.S. Department of Transportation
Funding Opportunity Number	DOT-SS4A-FY25-01 (Grants.gov)
Assistance Listing Number	20.939
Executive Summary	Funds for the fiscal year (FY) 2025 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 Safe Streets and Roads for All (SS4A) grants.
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.

Basic Information: Safe Streets and Roads for All (SS4A)	
Funding Details	This Notice makes available up to \$982,260,494 for FY 2025 grants: • <u>\$580,000,000</u> is available for Implementation Grants ○ Expected number of awards: 40 to 70 ○ Expected funding range: \$2,500,000 to \$25,000,000 • <u>\$402,260,494</u> is available for Planning and Demonstration Grants ○ Expected number of awards: 400 to 700 ○ Expected funding range: \$100,000 to \$5,000,000 The Department reserves the right to make more, or fewer, awards. USDOT 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.3. 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 2025 funds made available to carry out the SS4A program may be awarded to eligible applicants in a single State.¹ • A minimum of 40 percent of the total funds made available in FY 2025 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. The 40 percent set-aside for FY 2025 funding may change if Congress enacts applicable legislation before awards are announced.
Key Dates	Planning and Demonstration Grant and Implementation Grant applications must be submitted by 5:00 PM (EDT) on June 26, 2025. Technical questions must be submitted by 5:00 PM (EDT) on May 29, 2025. Pre-application eligibility review requests must be submitted for Implementation Grants by 5:00 PM (EDT) on May 9, 2025.
Application Links	Applications must be submitted via Valid Eval, an online submission proposal system used by USDOT • Implementation Grant Application: https://usg.valideval.com/teams/usdot_ss4a_2025_implementation/signup • Planning and Demonstration Grant Application: https://usg.valideval.com/teams/usdot_ss4a_2025_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 regarding webinars providing additional guidance.

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

1. Changes in the FY 2025 NOFO

The FY 2025 NOFO substantively differs from the FY 2024 NOFO in the following ways:

- The NOFO includes one application deadline of June 26, 2025.
- Underserved Community will use the same definition as Areas of Persistent Poverty for purposes of this NOFO. See Section B for more information.
- The maximum expected award for Planning and Demonstration Grants changed from \$10,000,000 to \$5,000,000.
- Section C.3.iii contains updated Action Plan requirements for Planning and Demonstration Grant applicants requesting funds to conduct supplemental planning and/or demonstration activities only.
- Section C.4.i states that applicants may use no more than three plans to meet the Action Plan requirement.
- Section C.4.i.b contains updated Action Plan requirements for Implementation Grant award recipients.
- Section D.2.i Table 1: Action Plan Components has been updated.
- Section G.1.ii contains updated Implementation Grant selection criteria.
- References to rescinded Executive Orders and priorities from the previous administration have been removed.

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.
Complete Streets	Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. ²
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 trafficway 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.
Micromobility	Any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. ³

² The definition is in IIJA Section 11206 (a)

³ Source: FHWA, Public Roads Magazine, Spring 2021, "Micromobility: A Travel Innovation." Publication Number: FHWA-HRT-21-003.

Personal Conveyance	A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling (e.g., a wheelchair). ⁴
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.
Rural	For the purposes of this NOFO, jurisdictions outside an Urban Area (UA) or located within UAs with populations fewer than 200,000 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. ⁵ Safe System Approach includes five elements: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.
Areas of Persistent Poverty and Underserved Community	Areas of Persistent Poverty (APP)⁶ 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.

⁴ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813251>. See page 127 for the full definition as defined in the 2020 FARS/CRSS Coding and Validation Manual.

⁵ <https://highways.dot.gov/safety/zero-deaths> Zero Deaths and Safe System | FHWA

⁶ This definition is in 49 U.S.C. 6702(a)(1).

C. Eligibility Information

1. Eligible Applicants

Eligible applicants for SS4A grants are:

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

A multijurisdictional group of entities described in 4) 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 are not eligible applicants.

For the purposes of this NOFO, an applicant's jurisdiction is defined as the U.S. Census tracts where the applicant operates or performs their safety responsibilities.

SS4A award recipients from all previous years are eligible to apply in FY 2025.

i. 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 agreement 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 FY25 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.2.i to update an Action Plan, with funds to implement projects and strategies.

3. Planning and Demonstration Grant Eligibility Requirements

Eligibility requirements are contingent on whether an applicant is requesting funds to develop a new Action Plan, conduct supplemental planning to update an existing Action Plan, and/or carry out demonstration activities to inform the development of or update to an Action Plan. Any applicant that meets the eligibility requirements may apply for a Planning and Demonstration Grant to develop an Action Plan.

i. Developing an Action Plan

Applicants applying to develop an Action Plan may also bundle supplemental planning and demonstration activities into their funding request. Applicants with an existing Action Plan may also apply to update their Action Plan. The development of an Action Plan must include all relevant road users and be at a broad, systemic geographic level (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.

ii. Supplemental Planning and Demonstration Activities

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. 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 it requests funds to develop a new Action Plan in the same area as another FY25 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. The Department encourages complementary but distinctive activities, including but not limited to demonstration activities that will help inform the development of an Action Plan.

iii. Action Plan Requirement

Applicants applying 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 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 above in Section C.3.ii.

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 D.2.i.a and Table 1: Action Plan Components and has been finalized and/or last updated between 2020 and June 26, 2025. 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.⁷

a. 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) as well as 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.

b. 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, including pedestrians, bicyclists, and motor vehicle 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.

⁷ <https://www.transportation.gov/grants/ss4a/self-certification-worksheet>.

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. 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 programming funding and executing a grant agreement.

i. Exceptions to Non-Federal Match Requirements

- Tribal Transportation Program and Tribal Transportation Program Safety Funds are Federal funding programs, and these programs may be used as non-Federal match. Matching funds may include funding from the applicant, or other eligible non-Federal sources.
- When the required local match is less than \$200,000, SS4A will apply a 100-percent Federal share and waive local match requirements for eligible applicants located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands per Public Law 96-205, Title VI, Section 601, as amended and consistent with OMB Controller Alert-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.4.

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

Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021; referred to as “IIJA”) authorized and appropriated \$1 billion to be awarded by the Department of Transportation for fiscal year (FY) 2025 for the Safe Streets and Roads for All (SS4A) grant program. This Notice of Funding Opportunity (NOFO) 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 of Action Plans and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. The Comprehensive Safety Action Plan includes strategies to implement the Safe System Approach for safe road users, safe

vehicles, safe speed, safe roads, and post-crash care⁸. The program provides funding to develop tools to strengthen a community's approach to roadway safety and save lives 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. Grant Options and Deliverables

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

i. Planning and Demonstration Grants

Planning and Demonstration Grants have three different types of eligible activities:

- a) Develop an Action Plan;
- b) Conduct supplemental safety planning to enhance an Action Plan; and
- c) Carry out demonstration activities to inform the development of, or an update to, an Action Plan.

Any of the three different types of activities under Planning and Demonstration Grants can be included in one application, or an applicant may choose to request funding for only one of the

⁸ <https://www.ems.gov/issues/ems-highway-safety-and-post-crash-care/>

activities. The development of, or updates to, an Action Plan must be the intended end result of each supplemental planning and demonstration activity. Further information on which activities can be bundled together are described in Section D.2.i.

a. 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.

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 (e.g., resolution, policy, ordinance) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, metropolitan planning organization [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.

Component	Description
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 (motorists, pedestrians, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, analysis of the built environment, demographics, and structural issues). 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).
Engagement and Collaboration	Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practicable.
Policy and Process Changes	Assessment of current local policies, plans, guidelines, and/or standards (e.g., 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 (e.g., 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/or operational safety.

Component	Description
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.

b. 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.

Implementation Grant applicants may request supplemental planning funds to make necessary updates to Action Plans as a condition of award, for example:

- Broadening the road user focus to encompass all roadway users
- Updating plan components laid out in Table 1 and missing in an eligible plan

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

Eligible demonstration activities may include but are not limited to feasibility studies; MUTCD (Manual on Uniform Traffic Control Devices) engineering studies; pilot programs for behavioral

or operational activities that include at least one element of the Safe System Approach; and pilot programs that demonstrate safety benefits of technologies not yet adopted in the community, including vehicle-to-infrastructure technology.⁹ Eligible technologies must be commercially available and at a prototype or advanced technological readiness level.¹⁰ Additional examples of eligible demonstration activities are provided at

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

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 in Section D.2.i, as well as planning, design, and

⁹ Eligible vehicle-to-infrastructure demonstrations use interoperable vehicle-to-infrastructure (V2X) communications capabilities using 4G LTE cellular V2X (C-V2X) technology in the 5.905 – 5.925 GHz spectrum frequency band to enable safety applications for public fleet vehicles.

¹⁰ The corresponding level would be “Development,” level 7 Prototype demonstrated in operational environment. See <https://www.fhwa.dot.gov/publications/research/ear/17047/17047.pdf>.

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.). DOT encourages Implementation Grant applicants to include supplemental planning and demonstration activities in their application.

3. 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,¹¹ which includes both underserved urban and rural communities;
- Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies; and
- Demonstrate engagement with a variety of public and private stakeholders.¹²

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

¹¹ IIJA Section 24112(d)(3)(E)

¹² IIJA Section 24112(d)(3)(B)

facility is altered, the altered facility be made accessible to and usable by individuals with disabilities to the maximum extent feasible (28 CFR 35.151[a] and 35.151[b]).

The Department intends to use the SS4A program to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards, such as through the use of project labor agreements, registered apprenticeship programs, and other training and placement programs.

The Department intends to apply principles from the DOT Order, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities when evaluating applications and making award selections.

4. Eligible Activities and Costs

Broadly, eligible activity costs must comply with the cost principles set forth in 2 CFR Part 200, Subpart E (i.e., 2 CFR 200.403 and 200.405). 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 D.2.i);
- 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) “carrying out projects and strategies identified in an Action Plan,” and *may* include element (B) “conducting planning, design, and development activities for projects and strategies identified in an Action Plan” and/or

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 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. Funding requests for (B) planning, design, and development activities for a project or strategy must be directly connected to the completion of the (C) projects and strategies funded through the Implementation Grant application. Examples of eligible Implementation Grant activities are listed on the SS4A website

(<https://www.transportation.gov/grants/ss4a/implementation-grants>). 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. 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 shared use path) 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 lanes.

- Maintenance activities for an existing roadway primarily to maintain a state of good repair. However, roadway modifications on an existing roadway in support of specific safety-related projects identified in an Action Plan are eligible activities.
- Development or implementation of a public transportation agency safety plan (PTASP) required by 49 U.S.C. § 5329. 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.

5. Project and Strategy Location

For Implementation Grants, applications must identify the problems to be addressed, the relevant geographic locations (e.g., corridors, intersections), and the projects and strategies they plan to implement based on their Action Plan or established plan. This should include specific intervention types, address common safety risk characteristics, and be located on the Action Plan's high-injury network to the extent practicable.

E. Federal Award Information

1. 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 2025. DOT has retained not more than 2 percent or \$20,000,000 for the administrative expenses.¹³ Additionally, DOT has **\$2,260,493** in FY 2024 carryover funds. Therefore, this Notice makes available up to **\$982,260,493** for FY 2025 grants

¹³ IIJA Section 24112 (f)(2)

under the SS4A program. Refer to Section G for greater detail on additional funding considerations and Table A. Basic Information for funding restrictions.

2. 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 2025 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 National Environmental Policy Act (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 a 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.

3. Start Dates and Period of Performance

DOT expects to obligate SS4A award funding via signed grant agreements between the Department and recipients, as flexibly and expeditiously as possible, within 12 months of award announcement. In support of award recipients with less familiarity with administering a Federal grant, the Department established a SS4A Technical Assistance Center to assist award recipients with Federal requirements. 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 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 Grant agreements is between 12 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

Under IIJA, the Department shall post on a publicly available website on best practices and lessons learned for preventing roadway fatalities and serious injuries pursuant to strategies or interventions implemented under SS4A. Additionally, DOT shall 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.¹⁴ The Department 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 I.3.iii. The grant data-collection requirements reflect the need to build evidence of noteworthy strategies and

¹⁴ IIJA specifically cites *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition*, or any successor document, but DOT also is to consider applied research focused on infrastructure and operational projects and strategies.

best practices. The Department expects to use the data and outcome information collected before and after evaluations. See Section I for more information about post-award reporting requirements.

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-FY25-01. 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 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_2025_implementation/signup for Implementation Grant applicants
- https://usg.valideval.com/teams/usdot_ss4a_2025_planning_demo/signup for Planning and Demonstration Grant applicants

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

The Planning and Demonstration Grant, and the Implementation Grant, respectively, have different application submission and supporting document requirements.

i. Implementation Grant Pre-Application Submissions

A potential Implementation Grant applicant may submit a pre-application that consists of 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 to apply for an Implementation Grant. A pre-application eligibility review request must submit all needed materials, including relevant documentation, to receive an eligibility determination by DOT. Pre-application submissions must be received on or

before May 9, 2025, by emailing SS4A@dot.gov with the subject “Implementation Grant Eligibility Review: *Applicant Name, State.*” DOT expects to provide an affirmative response or provide 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.

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

ii. Planning and Demonstration Grant Application Submissions

The application must include Standard Forms (SF), Key Information Questions, Project Narrative, Map, and Planning and Demonstration Grant Supplemental Estimated Budget. More detailed information about each application material, as well as additional documentation that may be required or included, is provided below. The necessary file formats for each application component will be displayed on the Valid Eval intake site.

a. 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).

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.

b. Key Information Questions

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

https://usg.valideval.com/teams/usdot_ss4a_2025_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.
Total Applicant Jurisdiction Population	Source: 2020 U.S. Census data.
Total Count Motor Vehicle-Involved Roadway Fatalities that includes the last 5 years of data made available in the Fatality Analysis Reporting System (FARS) during the NOFO period	From the Fatality Analysis Reporting System (FARS) for the applicant jurisdiction. Use 2018-2022 data.
Total Average Annual Fatality Rate (per 100,000 population)	The fatality rate calculated using the 5-year annual average from the <i>total count of fatalities</i> based on FARS data from 2018-2022, divided by the population of the applicant's jurisdiction based on 2020 U.S. Census population data.
Inclusion of Underserved Communities Census Tract(s)	Whether the jurisdiction(s) covered by this application are, or include, underserved communities.
Project Title	A concise, descriptive title for the project. This should be the same title used in the SF-424 form and the application narrative.
Project Goal	A short description of the safety problem(s) to be solved and how this project will address it.
Application Type (select all that apply)	Develop a new Action Plan;

Title	Instructions
	• Update/add to an existing local safety plan to meet the requirements of an SS4A Action Plan as described in Table 1 of the NOFO; • Develop or update an Action Plan and conduct Demonstration or other Supplemental Planning activities; or • Conduct Demonstration or other Supplemental Planning activities only.
Description of Supplemental Planning and Demonstration Activities (if relevant)	See Section D.2.i.
Total SS4A Funding Request	Must be a whole number (no cents).
Total SS4A Non-Federal Share	Must be equal to, or greater than, 20% of total project cost.
Total SS4A Project Cost	Sum of Total Federal Funding Request and Total Local share/Match.
Total Other Federal Funds Used	Must be a whole number (no cents). Other Federal funds may include funds directly received from a Federal agency or funds received through a pass-through agency (e.g., State governmental agency) that originated as Federal funds.
Coordination	Proof of coordination (e.g., letter, email) from entities in your jurisdiction which have previously received SS4A funding to develop a new Action Plan and/or have submitted an FY25 application requesting funds to develop a new Action Plan. Proof of coordination should come from ALL relevant entities affirming they are aware of your application and the need for coordination to avoid duplication of efforts. Required for those requesting funding to develop a new Action Plan only.

c. Narrative

In narrative form, the applicant must respond to the Planning and Demonstration Grant

Additional Safety Context selection criteria described in Section G.1.i to affirm its alignment with SS4A safety considerations and address the criteria.

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., hardware installed, when the pilot would begin), and the start/end dates of the work. If anticipated to be a schedule constraint, applicants should include in the narrative any potential timeline implications of meeting administration requirements in Section F such as domestic preference and any required waivers, the National Environmental Policy Act (NEPA) requirements, as well as 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 1 inch on all sides, and include page numbers.
- The narrative should be no longer than 2 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 3 pages.

d. 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 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.iii.

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.

e. Map

The applicant must submit a map in 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 should include the locations of any proposed demonstration pilots if known.

f. Planning and Demonstration Grant Supplemental 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 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

SF-424 and SF-424A in terms of total project cost, SS4A Federal share, and SS4A cost sharing/match.

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

iii. Implementation Grant Application Submissions

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

a. 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).

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).

b. Key Information Questions

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

https://usg.valideval.com/teams/usdot_ss4a_2025_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.
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 2018-2022 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 2018-2022, 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.

Title	Instructions
Project Area Fatalities 2018-2022	Count of fatalities in the project area(s). May use source other than FARS.
Project Area Serious Injuries 2018-2022 OR Project Area Injuries Severity Unknown 2018-2022	Count of serious injuries in the project area(s). Applicants without reliable serious injury data may use suspected serious injury figures. Please cite source.
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.
Applicant roadway safety responsibility (may select multiple)	• Ownership and/or maintenance responsibilities over a roadway network; • Safety responsibilities that affect roadways; • Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction
Roadway users that this project will <u>significantly</u> benefit	Select from options in the application
Does your project include Demonstration and/or Supplemental Planning Activities?	See Section D.2.i
Would you consider accepting funding for only demonstration activities and/or supplemental planning?	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.

Title	Instructions
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

c. Narrative

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

I. Narrative Requirements:

- The narrative should be in PDF format, with font size no less than 12-point Times New Roman, margins a minimum of 1 inch on all sides, and include page numbers.
- The narrative may not exceed 12 pages in length, excluding cover pages and the table of contents.
- Implementation Grant applications that include supplemental planning and demonstration activities may submit up to 2 additional pages – 14 pages total – if they are focused solely on responding to the Supplemental Planning and Demonstration Activities selection criterion (see Section E.1.i).
- The following application elements do not count toward the page limit:

- [Self-Certification Eligibility Worksheet](#)
 - Budget
 - Appendices, which may include 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 will only be considered if they are submitted with the application as one consolidated set in one supporting attachment.

II. Recommended Outline

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

Overview	See F.3.iii.c.II.1
Location	See F.3.iii.c.II.2
Response to Selection Criteria	See F.3.iii.c.II.3 and Section G.1.ii
Project Readiness	See F.3.iii.c.II.4

I. Overview

This section should provide an introduction and describe the 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 (geographic or locational data using maps) of higher risk locations, and potential locations and corridors of the projects and strategies. Note that the applicant is not required to provide exact locations for each project or strategy; rather, 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 Selection Criteria

This section should respond to the criteria for evaluation and selection in Section G.1.ii of this Notice and include a compelling narrative to highlight how the application aligns with criteria #1 Safety Need; #2 Safety Impact; #3 Engagement and Collaboration; and #4 Supplemental Planning and Demonstration Activities (only if applying for supplemental planning and/or demonstration activities).

The applicant must respond to each of the three criteria #1-3 and respond to criterion #4 if applying for supplemental planning and/or 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 design and construction, as well as environmental, permitting, and approval processes. 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 National Environmental Policy Act (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>.

d. Self-Certification Eligibility Worksheet

Attach 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](#).

e. Map

The applicant must submit a map in 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 and corridors of the projects and strategies.

f. Implementation Grant Supplemental 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, as organized by all major cost elements. The budget shall 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 areas: (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.

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. DOT requires applicants use form SF-424C, and the applicant must also provide the information in Table 5 below. This table should be completed in a manner consistent with the SF-424 and SF-424C 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>				
<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>				
<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>				
<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

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 Thursday, June 26, 2025. 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 ET on Thursday, June 26, 2025.

Pre-application submissions to review an applicant's [Self-Certification Eligibility Worksheet](#) must be received via email on or before May 9, 2025.

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. Selection Criteria

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

i. Planning and Demonstration Grant Selection Criteria

For Planning and Demonstration Grants, the Department will use three evaluation criteria. The Department will evaluate quantitative data in two selection criteria areas: #1 Safety Impact; and #2 Underserved Communities. The Department will also assess the narrative for #3 Additional Safety Context. The adequacy and reasonableness of costs will also be considered.

a. Selection Criterion #1: Safety Impact

The proposed activities will likely support a significant reduction or elimination of roadway fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators, within the timeframe proposed by the applicant. The Department will assess safety impact using two quantitative ratings:

- The count of roadway fatalities from 2018-2022 data based on DOT's FARS data, an alternative traffic crash dataset, or a comparable data set with roadway fatality information.¹⁵
- The fatality rate, which is calculated using a 5-year annual average from the total count of fatalities (based on FARS data or an alternative traffic crash dataset from 2018-2022) divided by the population of the applicant's jurisdiction based on 2020 population data from the U.S. Census. The rate should be normalized per 100,000 persons.

b. Selection Criterion #2: Underserved Communities

The activities will ensure investment in the safety needs of underserved communities in preventing roadway fatalities and injuries, including rural communities. The Department will assess the underserved communities criterion using one quantitative rating:

¹⁵ <https://cdan.dot.gov/query>

- The percentage of the population in the applicant’s jurisdiction that resides in an Underserved Community Census tract.¹⁶ Population of a Census tract, either a tract that is an Underserved Community or not, must be based on 2020 U.S. Census data.

c. Selection Criterion #3: Additional Safety Context

The applicant must address these considerations in narrative form. The Department will assess whether the applicant has described: the scope of work to be performed; the roadway safety issues that necessitate further Action Plan development, supplemental planning, and /or demonstration activities, as applicable; and how the funded activities will inform an Action Plan and support the identification of projects and strategies that will:

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

Applicants applying to carry out demonstration activities to inform the development of an Action Plan will also be assessed on whether they have clearly and specifically described the demonstration activities and whether they have described their approach to measuring the potential safety benefits of the demonstration activities through data collection and evaluation.

¹⁶ [List of Areas of Persistent Poverty and Historically Disadvantaged Communities | US Department of Transportation](#)

d. Additional Consideration: Budget Costs

The Department 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. The Department will also review whether costs are reasonable and adequate if the amount requested is under \$100,000.

e. Award Consideration: High Fatality Rates

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

f. Award Consideration: No Prior SS4A Funding

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

ii. Implementation Grant Selection Criteria

Implementation Grants have four merit criteria: #1 Safety Need; #2 Safety Impact; #3 Engagement and Collaboration; and #4 Supplemental Planning and Demonstration Activities. DOT will only evaluate selection criterion #4 Supplemental Planning and Demonstration Activities for Implementation Grant applicants requesting funds to conduct supplemental planning and/or carry out demonstration activities. 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. Each criterion is described in detail below.

a. Selection Criterion #1: Safety Need

The Department will assess whether the applicant has demonstrated the safety need in the community based on the extent to which:

- The safety problem to be addressed is described, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user.
- Crashes and/or crash risk are displayed in a high-injury network or similar geospatial risk visualization.
- Safety risk is summarized from risk models, hazard analysis, the identification of high-risk roadway features, road safety audits/assessments, near miss data, and/or other proactive safety analyses.

b. Selection Criterion #2: Safety Impact

DOT will assess whether the proposal is likely to:

- Significantly reduce or eliminate roadway fatalities and serious injuries;
- Employ low-cost, high-impact strategies over a wide geographic area; and
- Include evidence-based projects and strategies.

The Safety Impact criterion includes an evaluation of the costs associated with the proposed projects and strategies. Safety impact is the most important criterion and will be weighed heavily in the review and selection process.

DOT will assess the extent to which the applicant demonstrates how the proposed projects and strategies:

- Align with and comprehensively address the identified safety problems.
- 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, Proven Safety Countermeasures or other effective safety countermeasures to significantly improve existing roadways.^{22F17}
- Use evidence-based countermeasures supported in NHTSA's Countermeasures that Work.¹⁸
- Measure safety impact through models, studies, reports, proven noteworthy practices, Crash Modification Factors (CMF), and other information on project and strategy effectiveness.
- Will have safety benefits that persist over time.¹⁹
- Reflect established local policies, guidelines, and standards that improve safety decision making.

¹⁷ <https://safety.fhwa.dot.gov/provencountermeasures/>

¹⁸ [Countermeasures That Work | NHTSA](#)

¹⁹ <https://highways.dot.gov/safety/data-analysis-tools>

- Incorporate an existing Complete Streets Policy that prioritizes safety in standard agency procedures and guidance, or other roadway safety policies that have eliminated barriers to prioritizing the safety of all users.
- Consider the impacts of land use and the built environment to promote safe transportation design.
- Include at least three of the five Safe System Approach elements (Safer People, Safer Roads, Safer Speeds, Safer Vehicles, and Post-Crash Care) to address the identified safety problem.
- Incorporate technologies that promote safety.
- Are coordinated with, or support, State-identified safety priorities in the State Strategic Highway Safety Plan and its Vulnerable Road User Safety Assessment.

Implementation Costs:²⁰ DOT will assess the extent to which the projects and strategies:

- Make effective use of Federal funds to address the location(s) of past traffic fatalities and serious injuries per \$1 million in funds requested, with data clearly tied to the location and relevant crash type(s). DOT will weight and combine injury and fatality data to assess this figure in relation to the requested implementation costs.
- Are itemized and summarized in a logical manner, including capital costs for infrastructure, behavioral, and operational safety improvements.

²⁰ “Implementation costs” are the costs of Planning, Design, and Development Activities for Projects/Strategies (B) and Carrying Out Projects and Strategies (C) from the Budget Table and Key Information Table.

c. Selection Criterion #3: Engagement and Collaboration

This criterion supports the legislative requirements to assess the extent to which the application ensures investment in the safety needs of underserved communities and demonstrates engagement with a variety of public and private stakeholders. The response to this criterion should focus on engagement and collaboration in relation to the implementation of the projects and strategies. DOT will assess the extent to which projects and strategies:

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

d. Selection Criterion #4: Supplemental Planning and Demonstration Activities

Implementation Grant applicants should only respond to this selection criterion if supplemental planning and/or demonstration activities are included in the application. DOT will assess whether the applicant has clearly and specifically described the demonstration activities and whether the applicant has described the scope of supplemental planning or demonstration work to be performed; the roadway safety issues that necessitate further Action Plan development, including supplemental planning, and /or demonstration activities, as applicable; and how the

funded activities will inform an Action Plan and support the identification of projects and strategies that will:

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

Applicants proposing demonstration activities will also be assessed on whether they describe their approach to measuring the potential benefits of the demonstration activities through data collection and evaluation.

e. Additional 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 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 National Environmental Policy Act (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.

- Is reasonably expected to begin any construction-related projects in a timely manner consistent with all applicable local, State, and Federal requirements.

f. Award Considerations

The Department may consider the following when selecting SS4A Implementation Grant awards:

- Whether the applicant received SS4A funds in a previous grant round to develop or update an Action Plan.
- The 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.²¹
- Whether the applicant is in a rural area.
- Whether the applicant would enhance the geographic diversity of Implementation Grant award recipients.
- The Department intends to apply principles from the DOT Order, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities when evaluating applications and making award selections.

²¹ See the definition of an underserved community, which includes Census tracts identified as Areas of Persistent Poverty.

- Whether the applicant included infrastructure reducing lane capacity for vehicles or reducing access for emergency vehicles, delivery vehicles, and vehicles serving the disabled. These applications would be viewed less favorably by the Department.
- Federal funding requests for project and strategy activities totaling \$10 million or less (supplemental planning and demonstration activities do not count toward this total).
- Whether the applicant has a finalized Action Plan that includes all components in Table 1 by June 26, 2025.
- Whether the applicant has a Killed and Serious Injuries per \$1 million in Federal funding rate that is high compared to other Highly Rated applications.

2. Review and Selection Process

This section addresses the IIJA requirement to describe the methodology for evaluation in the NOFO, including how applications will be rated according to selection criteria and considerations, and how those criteria and considerations will be used to assign an overall rating. DOT may utilize reviewers from within DOT and operating administrations along with other Federal agencies. The SS4A grant program review and selection process consists of eligibility reviews, selection criteria review, Senior Review 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.

Applicants may only submit one application. If multiple applications are received from the same political subdivision of a state and/or applicant, the last application submitted will be reviewed.

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 selection criteria in Section G.1.

ii. Planning and Demonstration Grant Review and Selection Process

a. Overall Selection Process and Ratings

The process for the application review is described below:

- An eligible Planning and Demonstration Grant application will be reviewed for its merit based on the Additional Safety Context selection criteria in Section G.2.ii.b.
- Applications are rated numerically based on Merit Criteria #1 Safety Impact and #2 Underserved Communities.
- The #3 Additional Safety Context criterion narrative will be reviewed and assessed, and then receive a rating of “High,” “Medium,” “Low,” or “Non-Responsive.” Applications that do not address the #3 Additional Safety Context are deemed “not qualified” and will not be considered for award.
- The review teams will note which of the three Planning and Demonstration Grant activities—develop a new Action Plan, conduct supplemental planning to update an existing plan, and/or carry out demonstration activities to inform the development or update of an Action Plan, are requested in an application.
- 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 2025. 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.

b. Additional Safety Context Criterion Rating Methodology

For the #3 Additional Safety Context, the Department will assess the narrative's alignment with the selection criterion, and will determine a rating of "High," "Medium," "Low," or "Non-Responsive."

	High	Medium	Low	Non-Responsive
Rating Scale	The application is very responsive to the criteria and is expected to advance safety planning. The narrative has clear descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will strongly inform an Action Plan. For demonstration activities only: The narrative clearly and specifically describes the demonstration activities and clearly describes how the activities will be measured and evaluated.	The application is responsive to the criteria and is performing safety planning activities. The narrative has descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will inform an Action Plan. For demonstration activities only: The narrative generally describes the demonstration activities and describes how the activities will be measured and evaluated.	The application is minimally responsive to the criteria. The proposed approach is weakly tied to an Action Plan. For demonstration activities only: The narrative provides minimal detail about the demonstration activities provides minimal detail on how the activities will be measured and evaluated.	The narrative indicates the proposal is counter to the criteria, does not contain sufficient information, or is not connected to an Action Plan. For demonstration activities only: The narrative does not describe the demonstration activities and provides no information on how the activities will be measured and evaluated.

iii. Implementation Grant Review and Selection Process

a. Overall Selection Process and Ratings

All eligible Implementation Grant applications received by the deadline will be reviewed and receive ratings for each of these criteria: #1 Safety Need; #2 Safety Impact; #3 Engagement and Collaboration. Based on the criteria ratings, the Department will assign an overall application rating of “Highly Recommended,” “Recommended,” “Acceptable,” or “Not Recommended” based on evaluation team consensus discussion. The selection criteria are weighted according to importance.

Implementation Grant applications that include supplemental planning or demonstration activities will also be reviewed for criterion #4 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 #4. 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 #4.

b. Safety Need Criterion Rating Methodology

For the #1 Safety Need criterion, the Department will assess the description of the safety problem and determine a rating of “High,” “Medium,” “Low,” or “Non-Responsive.” The sub-ratings will use the guidelines below:

	High	Medium	Low	Non-responsive
Safety Need	The narrative and supporting information demonstrate the proposal is addressing a substantial safety problem. The narrative is well-articulated and is strongly supported by data and analysis. The narrative links the specific safety problem to relevant historical data at intervention locations and describes whether the locations are on a high-injury network or equivalent.	The narrative and supporting information demonstrate the proposal is addressing an existing safety problem. Narrative articulates the description and is generally supported by data and analysis. The narrative links the specific safety problem to relevant historical data and refers to the high-injury network or equivalent.	The narrative and supporting information demonstrate the proposal is addressing a safety problem more minor in scope. The narrative is not well-articulated, and the supporting data and analysis are limited. The narrative provides an overall connection between the safety problem and the jurisdiction's historical data.	The narrative and supporting information do not address a safety problem.

c. Safety Impact

For the #2 Safety Impact criterion, the Department will consider whether the application narrative is clear, direct, and responsive to the selection criterion focus areas, logical, and includes specific details and examples, which will result in a rating of “High,” “Medium,” “Low,” or “Non-Responsive.” The Department will also consider whether the implementation costs are clearly described and appropriate for the proposed projects and strategies.

	High	Medium	Low	Non-responsive
Safety Impact	The projects and strategies comprehensively address the safety problem. The projects and strategies proposed are highly effective, based on evidence, use a systemic approach, are mostly on a high-injury network, and have benefits that persist over time.	The projects and strategies address the safety problem. Most of the projects and strategies proposed are effective measures, based on evidence, use a systemic approach, are at least partially on a high-injury network, and have benefits that persist over time.	The projects and strategies address the safety problem to a limited degree. Some or none of the projects and strategies proposed are effective measures, based on evidence, use a systemic approach, or have benefits that persist over time.	The projects and strategies do not address the safety problem.
Implementation Costs	The costs for the implementation of the projects and strategies are clearly articulated, well-summarized, and reasonable. The projects and strategies address locations that have many historical fatalities and serious injuries, and the supporting data are clearly relevant to the crash location and type. The projects and strategies are expected to prevent a significant number of fatalities and serious injuries per funds requested.	The costs for the implementation of the projects and strategies are summarized and appear to be reasonable. The projects and strategies address locations that have some historical fatalities and serious injuries, and the supporting data are clearly tied to the location. The projects and strategies are expected to prevent some fatalities and serious injuries per funds requested.	The costs for the implementation of the projects and strategies are not well-articulated or missing key details, and it is uncertain whether the costs are reasonable. The projects and strategies address locations that have very few to no historical fatalities and serious injuries, and the supporting data is general in nature. The projects and strategies may have minimal impact.	Cost information and/or fatality and serious injury information are not provided.

d. Other Criteria Rating Methodology

For the merit criteria #3 Engagement and Collaboration, the Department will consider whether the application narrative is clear, direct, responsive to the selection criterion focus areas, logical, and includes specific details and examples, which will result in a rating of “High, “Medium,” “Low,” or “Non-Responsive.”

	High	Medium	Low	Non-Responsive
Other Criteria	The application is substantively responsive to the criteria, with clear, direct, and logical narrative. Compelling, specific details directly connected to the project, as well as quantified or illustrative examples, are provided.	The application is moderately responsive to the criteria, with mostly clear, direct, and logical narrative. Some details and examples are provided.	The application is minimally responsive to the criteria and is somewhat addressed in the narrative. General information is provided.	The narrative indicates the proposal is counter to the criteria or does not contain sufficient information.

e. Project Readiness

All implementation grant applications will also receive a Project Readiness evaluation, as described below. The reviewers will use the application materials outlined in Section D to assess the applicant’s Project Readiness and will provide a rating of either “Likely” or “Unlikely.”

	Likely	Unlikely
Project Readiness	Based on the information provided in the application and the proposed scope of the projects and strategies, it is likely the applicant can complete all projects and strategies within a 5-year time horizon. 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 complete all projects and strategies within a 5-year time horizon. Application is missing information on NEPA status, and whether utility relocation and/or right-of-way acquisition is required.

f. Supplemental Planning and Demonstration Activities

Implementation Grant applications that include supplemental planning and/or demonstration activities will be assessed on the extent to which the narrative aligns with the selection criterion

#4 Supplemental Planning and Demonstration Activities and will be evaluated to determine a rating of “High,” “Medium,” “Low,” or “Non-Responsive.”

	High	Medium	Low	Non-Responsive
Rating Scale	The application is very responsive to the criteria and is expected to advance safety planning. The narrative has clear descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will strongly inform an Action Plan. For demonstration activities only: The narrative clearly and specifically describes the demonstration activities and clearly describes how the activities will be measured and evaluated.	The application is responsive to the criteria and is performing safety planning activities. The narrative has descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will inform an Action Plan. For demonstration activities only: The narrative generally describes the demonstration activities and describes how the activities will be measured and evaluated.	The application is minimally responsive to the criteria. The proposed approach is weakly tied to an Action Plan. For demonstration activities only: The narrative provides minimal detail about the demonstration activities provides minimal detail on how the activities will be measured and evaluated.	The narrative indicates the proposal is counter to the criteria, does not contain sufficient information, or is not connected to an Action Plan. For demonstration activities only: The narrative does not describe the demonstration activities and provides no information on how the activities will be measured and evaluated.

iv. Senior Review Team Phase

To ensure that final selections will meet the statutory requirement that no more than 15 percent of program funds may be awarded to eligible applicants in one State, applications will have their State location denoted. Among well-rated applicants, the Senior Review Team (SRT) may

prioritize Planning and Demonstration Grant applicants and jurisdictions that have not received prior SS4A funding, as described in Section G.1.i.f; the SRT may also prioritize Implementation Grant applicants and jurisdictions that did not receive an SS4A Implementation Grant in previous funding rounds over applicants that received an Implementation Grant award in previous funding rounds.

a. 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 “High” and “Medium” Additional 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 selection criteria ratings for “Safety Impact” and “Underserved Communities” as well as applicants that meet the criteria for Award Considerations. 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.

b. 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. 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 complete the

scope of work within 5 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.

Additionally, to ensure the funding awards align to the extent practicable with the program goals, the SRT may review “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 selection criterion #4 Supplemental Planning and Demonstration Activities. The SRT may recommend to the Secretary that the Department fund a reduced scope of only the supplemental planning and demonstration activities for these applications.

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. If an Implementation Grant application includes supplemental planning and demonstration activities, DOT may award just those activities as a standalone Planning and Demonstration Grant based on the rating received in selection criterion #4 Supplemental Planning and Demonstration Activities. The Secretary’s final selections identify the applications that best address program requirements and are most worthy of funding.

c. Risk Review

Prior to making a Federal award, USDOT is required to review eligibility information for applicants and financial integrity information for applicants available in OMB-designated databases per the Payment Integrity Information Act of 2019 ([Pub. L. 116-117](#)), the “Do Not Pay Initiative” ([31 U.S.C. 3354](#)), and [41 U.S.C. 2313](#).

USDOT is required to review the responsibility and qualification records available in the non-public segment of the System for Award Management (*SAM.gov*) 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.gov*.

When assessing risk, USDOT 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
- ***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

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, the Department 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.

I. Post-Award Requirements and Administration

1. Administrative and National Policy Requirements

v. 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 § 21), the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act, 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.

a. 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.

b. 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 (Pub. L. No 117–58, div. G §§ 70901–70927) as clarified in OMB Memorandum M-22-11.²² The Department expects all recipients to comply with this requirement. Projects under this notice will be subject to the domestic preference requirements at § 70914 of the Build America, Buy America Act.

c. 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

²² Pub. L. No. 117-58, division. G, Title IX, Subtitle A, 135 Stat. 429, 1298 (2021). For additional information on § 70914, see OMB-22-11. <https://www.whitehouse.gov/wp-content/uploads/2022/04/M-22-11.pdf>

union in project construction and in on-going operations and maintenance, and incorporate strong labor standards, such as through the use of project labor agreements, registered apprenticeship programs, and other joint labor-management training programs.

d. 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, and the National Security Presidential Memorandum on Improving 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 activities. Award recipients that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving Implementation Grant funds.

e. 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 the Department at 2 CFR Part 1201. Additionally, 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 the Department'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 provide assistance to help 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.

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 the Department'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 regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, 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 the Department

determines that a recipient has failed to comply with applicable Federal requirements, the Department may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

f. 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).²³

Budget and recipient performance information will be gathered on a quarterly basis in a Performance Progress Report (PPR). To fulfill the data collection requirements and in accordance with the USDOT 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.^{24, 25} 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.

a. 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

²³ <https://www.grants.gov/forms/post-award-reporting-forms.html>

²⁴ <https://doi.org/10.21949/1520559>

²⁵ United States. Department of Transportation. (2022) *DOT Public Access* [Home page].

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

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 the Department how the demonstration activities informed an Action Plan's list of projects and strategies and future implementation.

a. General Reporting Requirement (Federal Share 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 paragraph 2 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. Additionally, if applicable, funding recipients must be in compliance with the audit requirements in 2 CFR § 200, Subpart F.

b. Proceedings About Which You Must Report

You 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 your 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 paragraph (b)(1)(iii)(A) through (C);
 - It had a different disposition arrived at by consent or compromise with an acknowledgment of fault on your 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.gov* for each proceeding described in paragraph (b) of this award term. You do not need to submit the information a second time under grants and cooperative agreements that you received if you already provided the information in *SAM.gov* because you were required to do so under Federal procurement contracts that you were awarded.
- **Reporting Frequency.** During any period of time when you are subject to the requirement in paragraph (a) of this award term, you must report proceedings information in *SAM.gov* for the most recent five-year period, either to report new information about a proceeding that you have not reported previously or affirm that there is no new information to report. If you have Federal contract, grant, and cooperative agreement awards with a cumulative total value greater than \$10,000,000, you must disclose semiannually any information about the criminal, civil, and administrative proceedings.
- **Definitions.** For purposes of this award term—
 - 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).

c. Program Evaluation

The Department 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 F.3.iii. 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. The Department may require applicants to collect data elements to aid the evaluation and/or use information available through other reporting. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) 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 staff.

Recipients and sub-recipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation

to meaningfully document and measure progress toward meeting safety priority goals. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115–435 (2019) urges Federal awarding agencies and Federal assistance recipients and sub-recipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency” (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

J. Other Information

1. Publication of Application Information

Following the completion of the selection process and announcement of awards, the Department 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. This includes unsuccessful applicants. The Department may share application information within the Department or with other Federal agencies if the Department determines the applicant could benefit from Federal technical assistance programs, or that sharing is relevant to the respective program’s objectives.

a. Department Feedback on Applications

The Department 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>.

b. Grant Application Resources

The Department will provide resources to help interested applicants understand the different DOT discretionary 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 discretionary 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.

Overview

The City of Milton, Florida is seeking a Safe Streets for All ("SS4A") Planning and Demonstration Grant in the amount of \$300,000 to develop a comprehensive safety action plan. This grant opportunity aligns with the City's goals to create a safe environment for all road users. With the funding provided through the SS4A grant, the City of Milton will develop an action plan with well-defined strategies to prevent roadway fatalities and serious injuries in the city limits.

Existing Roadway Safety Issues

The City of Milton is confronted with a range of roadway safety challenges that demand urgent attention. To highlight the severity of the situation, we utilized the Fatality and Injury Reporting System Tool (FIRST). According to FIRST data spanning from 2018 to 2022, and confirmed through Milton City Police Department Records, there were four fatal crashes within our city, with a total of five traffic fatalities. This equates to a fatality rate of 9.81 per 100,000 population, indicating a proactive need for improved road safety measures.

According to the Florida Department of Transportation (FDOT) State Safety Office GIS Query Tool (SSOGis), there were a total of 1,229 crashes reported in the City of Milton from 2018 to 2022. Of those crashes, approximately 5% were fatal or serious injury crashes, and 12% involved some sort of injury. Crash analysis showed 70% of crashes occurred during daylight hours, and 79% when road conditions were dry. This data diverges from statewide averages, with a higher proportion of crashes taking place in Milton in daylight hours, and more crashes happening when roadways are dry. Moreover, three of four of the fatal injury crashes occurred on straight sections of roadways, and three of four occurred on level ground. Only two of the four fatal crashes were influenced by an intersection, based on FDOT data. This indicates possible driver behavior issues or roadway design flaws that require education and design intervention in order to correct.

Future Roadway Safety Challenges

Located in Santa Rosa County within Florida's Panhandle Region, the City of Milton has served as the County Seat since its incorporation in 1844. With a compact land area of 5.96 square miles and a current population of approximately 11,000 residents, the city faces significant infrastructure management challenges, particularly in maintaining its extensive network of roadways.

The City of Milton is experiencing significant population growth, with projections indicating an annual increase of approximately 2.1%, aligning with Santa Rosa County's growth rate. Milton's population grew by 2.25% between 2022 and 2023 alone. By 2040, the city is projected to see a 32% increase in population. This growth trend is consistent with Santa Rosa County's expansion, which increased from 151,372 residents in 2010 to 188,000 in 2020, with a current estimate of 203,162 residents in 2023. According to the Pensacola News Journal, Santa Rosa County is the eighth fastest-growing county in Florida, with an annual growth rate of 1.9% projected through 2025. This population growth will place additional

pressure on the city's already strained transportation infrastructure, heightening the need for comprehensive safety improvements.

Milton's transportation infrastructure is characterized by its position at the intersection of two major arterial highways: U.S. Route 90 (Caroline Street), which traverses the city east to west, and State Route 87, which runs north to south. These highways effectively divide the city into quadrants and serve as critical connectors to the broader regional transportation network. The city falls within the jurisdiction of both the Emerald Coast Regional Planning Council and the Florida-Alabama Transportation Planning Organization (TPO).

A transportation analysis reveals several safety issues. The pedestrian and active transportation networks are primarily concentrated in the historic downtown core, creating significant connectivity gaps between residential neighborhoods and commercial areas. The lack of comprehensive pedestrian infrastructure is particularly problematic along the highway corridors and in transitional areas between the city center and outlying residential developments.

Additionally, the city's aging roadway infrastructure and limited resources for maintenance create ongoing challenges for ensuring roadway safety. With a small tax base supporting a disproportionately large road network, Milton struggles to implement comprehensive safety improvements across all vulnerable areas.

According to OnTheMap, a U.S. Census Bureau tool, it was determined that 3,865 people, or 87.5% of employed individuals in the City, live in Milton and leave the city to work in some other location. In addition, 8,079 people travel from outside the city into Milton for work. The high percentage of residents working outside of the City and others commuting to the City for work, could mean the transportation network may be more strained during traditional commute hours.

Key Corridor and Safety Concerns

Several specific areas within Milton have been identified as critical safety concerns that would benefit from targeted improvements. The Highway 90/Caroline Street corridor presents significant challenges and opportunities, particularly with FDOT's plans to widen and add lanes through Milton. In the downtown area, pedestrian crossing between the north and south sides of Caroline Street is notably difficult, creating safety hazards in an area with high foot traffic during city events, along the Riverwalk Corridor, and among the many businesses that attract pedestrians. Further west at the Highway 90/Glover Lane intersection, a bridge constrains traffic and completely lacks multi-modal infrastructure, creating a bottleneck that prevents safe access for pedestrians and cyclists. This issue is increasingly urgent with the new Walmart and developing commercial corridor west of this bridge, as the construction prevents safe access for residents from the eastern residential areas of Milton.

School safety zones represent another critical concern, with crossings at Milton High School and Kings Middle School identified as known problem areas requiring safety improvements to protect students. In the downtown core, Willing Street intersects with Highway 90 and experiences the city's highest density of foot traffic, businesses, and city events, making crosswalk upgrades and intersection modernization at this location a priority for improving pedestrian safety.

The Berryhill Road corridor offers an opportunity for coordination with Santa Rosa County's existing "Corridor Management Plan," which would ensure comprehensive multi-modal infrastructure connecting Milton's commercial areas to county residential neighborhoods. Additionally, the Stewart Street and Magnolia Street intersection has been specifically identified as particularly dangerous and in need of immediate safety improvements. Finally, the city has identified a need for an elevated walking path over Highway 90 at the FDEP Blackwater Heritage Trail crossing, which would enhance Milton's "Trail Town" designation while providing safe passage for students traveling to Milton High School and workers accessing businesses in the northern section of town. This improvement would connect the city's sidewalk infrastructure to the trail on both sides of Highway 90, creating a comprehensive safe network for pedestrians and cyclists.

Scope

Scope of Work

The objective of this scope of work is to outline the tasks and deliverables involved in developing a Comprehensive Safety Action Plan for the City of Milton, Florida. The plan will address the identified roadway safety challenges and utilize the funding received through the SS4A grant to enhance pedestrian safety, reduce traffic crashes, and promote a culture of safety within the community.

Tasks

1. *Data Collection and Analysis:*
 - *Conduct a thorough analysis of existing crash data, including fatality and injury reports, to identify high-risk areas and recurring safety issues.*
 - *Gather relevant traffic data, including volume, speed, and congestion patterns, to assess the impact on safety within the city.*
 - *Evaluate pedestrian behavior and interaction with vehicles through observational studies and surveys.*
2. *Stakeholder Engagement:*
 - *Organize meetings and workshops with key stakeholders, including city officials, transportation agencies, law enforcement, community organizations, and residents, to gather input and insights on safety concerns and priorities.*

- *Collaborate with local schools, businesses, and community groups to gather input on specific safety challenges and potential solutions.*
- 3. *Safety Assessment and Identification of Countermeasures:*
 - *Conduct comprehensive safety assessments of roadways, intersections, and pedestrian infrastructure.*
 - *Identify specific countermeasures and improvements to enhance safety, such as crosswalk enhancements, traffic calming measures, signage improvements, and improved lighting.*
 - *Evaluate the feasibility and effectiveness of innovative technologies, such as intelligent traffic systems and pedestrian detection systems, to improve safety.*
- 4. *Development of Safety Action Plan:*
 - *Based on the data analysis, stakeholder input, and safety assessment findings, develop a detailed Safety Action Plan that outlines specific strategies, priorities, and implementation timelines.*
 - *Incorporate best practices, guidelines, and standards for roadway safety as recommended by relevant transportation authorities.*
 - *Clearly define roles and responsibilities for implementing the plan, including coordination with various city departments, agencies, and community partners.*
- 5. *Public Education and Outreach:*
 - *Develop and implement a comprehensive public education and outreach campaign to raise awareness about road safety, pedestrian rights and responsibilities, and the importance of safe driving behaviors.*
 - *Produce educational materials, conduct workshops, and leverage digital platforms to disseminate safety messages to residents, schools, businesses, and the wider community.*

Deliverables

1. *Comprehensive Safety Action Plan:*
 - *Detailed report outlining the findings of data analysis, stakeholder input, safety assessments, and the recommended strategies and countermeasures.*
 - *Prioritized list of safety improvements, including cost estimates and timelines for implementation.*
 - *Clear identification of responsible parties and coordination mechanisms for plan implementation.*
2. *Public Education and Outreach Materials:*
 - *Development of educational materials, including brochures, posters, and digital content, promoting road safety and safe transportation behaviors.*
 - *Workshop presentations and materials for public engagement sessions.*
3. *Progress Reports:*

- *Periodic progress reports detailing the implementation of the Safety Action Plan, including updates on completed activities, milestones achieved, and challenges encountered.*

This plan, made possible through the SS4A grant, will ensure the effective utilization of resources to create a safe transportation network for all residents and visitors in the City of Milton.

Budget Narrative

The City of Milton, Florida is seeking a Safe Streets for All (“SS4A”) Planning and Demonstration Grant in the amount of **\$300,000** to develop a comprehensive safety action plan. To ensure the successful implementation of the scope of work tasks outlined in the project narrative, the budget will be allocated as indicated in the Table below.

Tasks	Budget Allocation
Phase 1. Data Collection and Analysis	\$75,000
Crash data analysis	\$25,000
Traffic data collection and analysis	\$25,000
Observational studies and surveys	\$25,000
Phase II. Stakeholder Engagement	\$65,000
Meetings and workshops with key stakeholders	\$25,000
Community open houses, pop-up events, workshops, etc.	\$25,000
Collaboration with entities such as schools, parks, businesses, etc.	\$15,000
Phase III. Safety Assessment and Identification of Countermeasures	\$70,000
Comprehensive safety assessments	\$35,000
Identification of countermeasures	\$35,000
Phase IV. Development of Safety Action Plan	\$45,000
Development of goals, objectives, actions and implementation timeline	\$20,000
Incorporation of best practices and guidelines	\$15,000
Plan Writing	\$10,000
Phase V. Public Education and Outreach	\$45,000
Development of educational materials	\$20,000
Digital outreach such as surveys and dedicated web pages	\$25,000
TOTAL	\$300,00

The budget has been carefully allocated to cover the necessary expenses for each task within the scope of work. The allocation reflects the importance of data collection and

analysis, stakeholder engagement, safety assessment, action plan development, and public education/outreach in achieving the objectives of enhancing pedestrian and cyclist safety and reducing traffic crashes. Funding allocation also reflects the eight necessary components of an action plan, as set forth by the SS4A program.

It is important to note that the budget allows for some flexibility in adjusting resource allocation based on specific requirements and cost estimates for individual tasks with each phase. Any remaining funds after completing the scope of work will be allocated towards additional safety initiatives or used in accordance with grant guidelines and regulations.

We are confident that this budget allocation will enable us to carry out development of the Safety Action Plan effectively and achieve the desired outcomes within the allocated funding amount, and within the guidelines as set forth by the SS4A program, FHWA, and U.S. DOT.

Application for Federal Assistance SF-424

*** 1. Type of Submission:**

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

*** 2. Type of Application:**

- ☒ New
☐ Continuation
☐ Revision

*** If Revision, select appropriate letter(s):**

*** Other (Specify):**

*** 3. Date Received:**

05/20/2025

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*** a. Legal Name:**

City of Milton

*** b. Employer/Taxpayer Identification Number (EIN/TIN):**

59-6000377

*** c. UEI:**

UGPSYZPW7EE3

d. Address:

*** Street1:**

6738 Dixon St

Street2:

*** City:**

Milton

County/Parish:

*** State:**

FL: Florida

Province:

*** Country:**

USA: UNITED STATES

*** Zip / Postal Code:**

32572-4052

e. Organizational Unit:

Department Name:

Administration

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

*** First Name:**

Edward

Middle Name:

*** Last Name:**

Spears

Suffix:

Title:

City Manager

Organizational Affiliation:

*** Telephone Number:**

850-983-5410

Fax Number:

*** Email:**

espears@miltonfl.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

US Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

* 12. Funding Opportunity Number:

DOT-SS4A-FY25-01

* Title:

Safe Streets and Roads for All Funding Opportunity

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

City of Milton Comprehensive Safety Plan

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

* a. Applicant

FL-001

* b. Program/Project

FL-001

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

06/01/2026

* b. End Date:

06/01/2028

18. Estimated Funding (\$):

* a. Federal	240,000.00
* b. Applicant	60,000.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	300,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☐ a. This application was made available to the State under the Executive Order 12372 Process for review on☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☒ c. Program is not covered by E.O. 12372.*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

* First Name:

Edward

Middle Name:

* Last Name:

Spears

Suffix:

* Title:

City Manager

* Telephone Number:

850-983-5410

Fax Number:

* Email:

espears@miltonfl.org

* Signature of Authorized Representative:

* Date Signed:

06/04/2025