

ITS AMERICA V2X WEBINAR SERIES



 Webinar #2

"Real World V2X Uses to Improve Vulnerable Road User Safety"

May 28, 2025 | 1-2:30 PM ET



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FY2025 Safe Streets and Roads for All

Real World V2X Uses to Improve Vulnerable Road User Safety

May 28, 2025

1 Agenda Overview

01

Tech added in the FY2025 NOFO

02

FY2025 NOFO Changes

03

Your agency safety journey

04

Planning vs. Demonstration vs. Implementation grants

05

Examples of successful past applications

!

Only one more year of SS4A after this under IIJA (unless reauthorized by Congress)

07

Technologies encouraged in SS4A!

- **SS4A Grant Priorities:** “Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies.”
- **Demonstrations:** “Pilot programs that demonstrate safety benefits of technologies not yet adopted in the community, including **vehicle-to-infrastructure technology**. Eligible technologies must be commercially available and at a prototype or advanced technological readiness level.”
- **Section Criteria:** “Adopt and incorporate innovative technologies to promote safety.”



Source: <https://www.transportation.gov/sites/dot.gov/files/2025-03/SS4A-FY25-NOFO.pdf>

FY2025 SS4A - NEW THIS YEAR

1. Be sure to check out all the **new changes in the FY2025** Notice of Funding Opportunity (NOFO)
2. Make sure your **SAM.gov Unique Entity Identifier** (UEI) is up to date **NOW!**
3. **NEW THIS YEAR** – Register and **apply in Valid Eval** under two separate links for either:
 - a. Planning - https://usg.valideval.com/teams/usdot_ss4a_2025_planning_demo/signup
 - b. Implementation - https://usg.valideval.com/teams/usdot_ss4a_2025_implementation/signup



Lots of SS4A Resources!

1. Check the **U.S. DOT SS4A webpage** first:

www.transportation.gov/grants/SS4A

2. Lots of resources for your application under “How to Apply” including templates for planning, demonstration, and implementation:

www.transportation.gov/grants/ss4a/how-to-apply

3. Look at past grant awards from 2022-2024:

www.transportation.gov/grants/ss4a/cumulative-awards

4. Additional resources under NEW SS4A technical assistance center: www.transportation.gov/grants/ss4a/grant-recipient-resources

RECENTLY OPENED U.S. DOT NOFOs

The [Safe Streets and Roads for All \(SS4\) Grant Program](#) opened on March 28, 2025, for Fiscal Year 2025. There are some changes to SS4A this year. Still, the primary focus of this program is advancing safety plans, demonstrations, and implementation programs for all road users in and outside of a vehicle at a local, county, and regional level. Below are a few key changes to the FY25 SS4A NOFO:

- Be sure to check out new details on how underserved communities will now follow “areas of persistent poverty,” defined as greater than or equal to 20 percent of the population living in poverty.
- The maximum amount of planning and demonstration grants was reduced to \$5 million.
- Be sure to also note the changes to Table 1: Action Plan Components.
- You must submit your grant application for either the [planning and demonstration](#) or implementation. Valid Eval registration is NOT grants.gov.

To read more about the SS4A program page, be sure to read the [FY25 NOFO](#) for all the details for applying this year. Applications are due **June 26, 2025, at 5 pm EST**. There is \$982 million in SS4A funds available this year! This is a great program to support transportation safety in local, rural communities like the COMTO Networked Communities Cohort. U.S. DOT is looking to fund up to 700 safety plans and demonstration projects and up to 70 implementation projects. Below are a few tips for applying to SS4A:

- You must have a safety action plan to apply for implementation funding.
- To maximize your planning funding application, consider including demonstration projects, such as temporary safety improvements on a high-injury street in your community and setting up near-miss video analytics to measure if the project is working before determining a permanent solution.
- Pre-application eligibility review requests must be submitted to U.S. DOT by May 9, 2025, at 5 pm EST to SS4A@dot.gov.
- Technical questions must be submitted to U.S. DOT by May 29, 2025, at 5 pm EST to SS4A@dot.gov.
- Be sure you register to receive U.S. DOT email updates on SS4A to watch for any changes to the NOFO, responses to questions, and informational webinars!

Basics about applying for SS4A

Expected Award Size and Requirements

NOFO
pg. 3

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

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

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

Requirements

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

More funding for Implementation Grants this year! (\$680 million)

Bundle Applications!

1. Check the [All Years' SS4A Grant Awards Map](#) to ensure there isn't already a plan in your area
2. Partner with other public agencies in your region on SS4A planning applications!
 1. Duplicate applications in the same area are discouraged
3. Applicants are still encouraged to **bundle supplemental planning and demonstration** into planning or implementation



From fully executed grant agreement:

- 2 years to spend planning funds
- 5 years to spend implementation funds

SS4A Safety Action Plans

SS4A Required Action Plan Components

NOFO
pgs.,
15-17
Table 1

S | S
4 | A

Safe Streets and Roads for All Action Plan Components

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

Leadership Commitment and Goal Setting

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

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

Planning Structure

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

Safety Analysis

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

Engagement and Collaboration

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



U.S. Department of Transportation

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

Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Policy and Process Changes

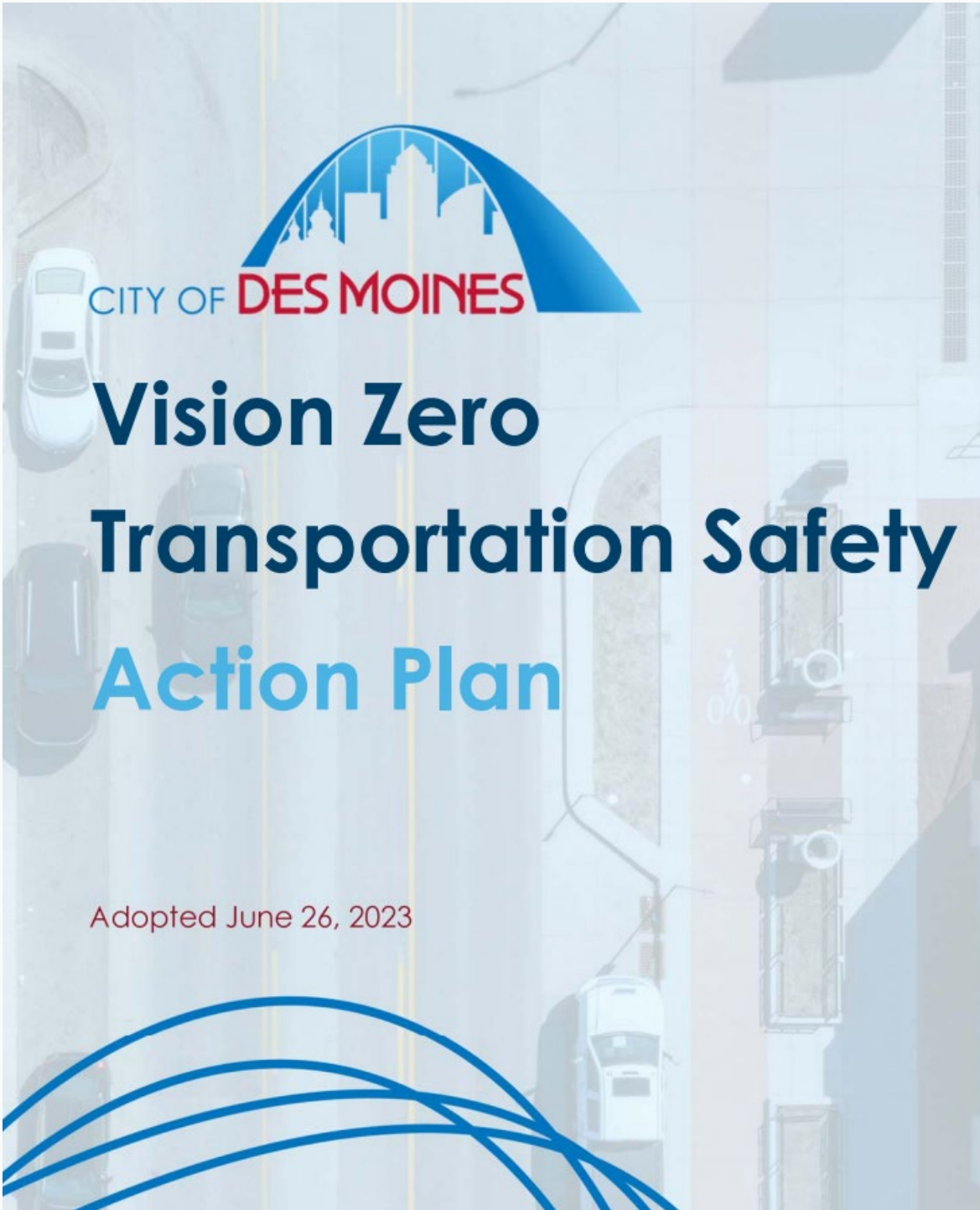
Strategy and Project Selections

Progress and Transparency

**Important for
developing an
action plan or
make sure you
have these if
applying for
implementation!**

More info -
www.transportation.gov/sites/dot.gov/files/2025-04/SS4A-FY25-Action-Plan-FINAL-Webinar-Slides.pdf

Des Moines, Iowa Safety Action Plan



CITY OF DES MOINES

Vision Zero Transportation Safety Action Plan

Adopted June 26, 2023

City of Des Moines Vision Zero Transportation Safety Action Plan

Dedication

This Vision Zero Transportation Safety Action Plan is dedicated to the victims of street crashes in Des Moines, especially the families, friends, and colleagues who have been killed or seriously injured on our streets.



Figure 1. Balloons let loose into during Ema Cardenas' memorial year-old East High School student and killed on E University Avenue in 2022. Source: Omar Waheed / The Des Moines Register



Figure 2. A roadside memorial on Interstate 80 honors Susan F. Carlos Puente-Morales, Des Moines police officer killed in a car crash on March 26, 2016. Source: Ki The Des Moines Register

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Cover Image: Aerial photo of recent safety improvements on Ingersoll Ave in Des Moines. Source: City of Des Moines

Disclaimer: Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. Data products presented herein are based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.

Federal law 23 United States Code Section 409 governs use of the data in this report. Under this law, data maintained for purposes of evaluating potential highway safety enhancements "shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or

Des Moines, Iowa Safety Action Plan

City of Des Moines Vision Zero Transportation Safety Action Plan

Vision Zero Resolution from Des Moines City Council

★ Roll Call Number

23-0955

Date June 26, 2023

RESOLUTION APPROVING THE VISION ZERO TRANSPORTATION AND A COMMITMENT TO A GOAL TO ELIMINATE SERIOUS INJURIES BY 2040 ON STREETS WITHIN THE CITY OF DES MOINES

WHEREAS, on April 25, 2016, by Roll Call No. 16-071 Creating Our Tomorrow Comprehensive Plan, which includes that Des Moines will have a complete transportation system providing for walking, bicycling, mass transit, and automobiles; and

WHEREAS, on November 19, 2018, by Roll Call No. 18-1932 and established the Complete Streets Policy, which establishes Des Moines over the next 25 years and supports the goal of a complete transportation network; and

WHEREAS, the City updated the Complete Streets Policy on November 19, 2018, by Roll Call No. 18-1932 and established the Traffic Calming Program for Des Moines on March 27, 2023, by Roll Call No. 23-0410, that supports the goal of a complete transportation network; and

WHEREAS, on March 21, 2022, by Roll Call No. 22-031 professional services agreement with Toole Design Group for the Transportation Safety Plan; and

WHEREAS, the Vision Zero Transportation Safety Action Plan eliminating traffic deaths and serious injuries by 2040 on streets within the City of Des Moines will be reviewed and revised annually based on progress and serious injuries by 2040; and

WHEREAS, the City Transportation Safety Committee has recommended approval.

City of Des Moines Vision Zero Transportation Safety Action Plan

Focus Areas / Actions / Implementation Steps

FOCUS AREA 2 Safe Streets for Everyone

ACTION 2.1 Improve streets for all road users by applying the Safe Streets Approach

1

Identify comprehensive safety projects along the HIN where need and impact are greatest, especially where HIN overlaps EJ areas; Prepare BRC requests for inclusion to existing projects or as new projects in City CIP

Transformative Step

2

Create a CIP project sheet for the implementation of low-cost, high-impact strategies that can improve safety at locations.

3

Manage safe speeds through implementation of safety countermeasures that achieve target speeds on HIN corridors where speeds or speeding is identified as a safety concern based on crash records, speed studies, and speeding citations issued

4

Identify and implement proactive safety countermeasure improvements on the HIN, including signal improvements and crosswalk enhancements to be consistent with City standards, practices and budgetary levels

5

Implement safety technologies on HIN corridors identified in the City's ITS Master Plan

Transformative Step

6

Incorporate Safe Streets Approach practices and Vision Zero principles to all projects in all locations as they arise in CIP, identified for MPO Surface Transportation Block Grant (STBG) funds, and other funding sources

ACTION 2.2 Ensure alternatives to driving and active transportation

1

Continue building the enhanced bikeway network along the HIN and connectivity locations identified in MoveDSM

City of Des Moines Vision Zero Transportation Safety Action Plan

Project Prioritization and Monitoring Process

Given that the number of HIN streets is greater than the number of projects that can be built annually with current City funding levels, the City and agency partners must further prioritize projects based on where need and impact are greatest using the following prioritization metrics in Table 5.

Table 5. Location-Specific Prioritization Metrics

Metric	Weight
Number of KSI Crashes	30%
On the Overall HIN	25%
EJ Degrees of Disadvantage	20%
Total Crashes	15%
Number of Unsafe Location Comments from Public	10%
Total	100%

Using these project prioritization metrics, the top priority HIN streets have the greatest need for safety improvements first and are shown in Table 6. The project prioritization metrics should also be used to evaluate safety needs on all roadway projects on the City's CIP, from road reconstruction needs to other desired capital projects. The next section, *Project Implementation Steps*, outlines the steps for selecting and designing safety countermeasures, constructing the safety improvements, and evaluating before and after crashes on the top priority HIN streets and then the rest of the HIN. The top priority HIN streets should be included in the City's CIP per MoveDSM.

Table 6. Top Priority HIN Streets for Safety Improvement Projects

Street	From	To
University Ave / E University Ave	56th St	E 40th St
SE 14th St	Southridge Blvd	E 14th St/Johnson Ct
SW 9th St	County Line Rd	Morgan St
2nd Ave	Vine St	NW 42nd Pl
E 14th St / US 69	E University Ave	E Broadway Ave
6th Ave	W Martin Luther King Jr Pkwy	Seneca Ave
19th St	Washington Ave	Forest Ave
Keosauqua Way	19th St	8th St
Euclid Ave / E Euclid Ave	Des Moines River bridge crossing	Hubbell Ave

Another consideration of project prioritization is project readiness and current available funding for construction. As part of this, the City is planning to seek a USDOT SS4A Implementation Grant to fund safety improvements on the following HIN streets listed in Table 7 on the next page.²²

City of Des Moines Vision Zero Transportation Safety Action Plan

Zero Success in Des Moines

As of 2023, it is important to prioritize street safety where need and impact are greatest until the goal of zero injuries on streets across Des Moines is reached. Figure 32 charts a potential path to zero injuries annually. Ideally, all involved partners should strive for fewer fatal and serious injuries and achieve Vision Zero sooner.

Goal by 2040

Figure 32 charts a potential path to zero injuries annually. Ideally, all involved partners should strive for fewer fatal and serious injuries and achieve Vision Zero sooner.

to Zero Traffic Deaths or Serious Injuries in Des Moines


Year	Goal	Actual
2025	10	10
2026	9	9
2027	8	8
2028	7	7
2029	6	6
2030	5	5
2031	4	4
2032	3	3
2033	2	2
2034	1	1
2035	0.5	0.5
2036	0.2	0.2
2037	0.1	0.1
2038	0.05	0.05
2039	0.02	0.02
2040	0	0

th to Zero street-related deaths or serious injuries in Des Moines by 2040.²⁵

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ITS AMERICA

SS4A Implementation



Did you submit a Safety Action Plans for U.S. DOT pre-application eligibility review by May 9th?

S | S

4 | A

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; and
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.


Applicant Information

Lead Applicant: UEI:

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included.** Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update

 U.S. Department of Transportation

SS4A Self-Certification Eligibility Worksheet | Page 1 of 5

SS4A Implementation

1. 5 years to complete projects under an SS4A implementation grant
2. Encourage multiple projects that take a systemic and Safe System Approach to safety!



Safe Routes to Schools



Speed Management



Highway Safety



Transit Safety



Emergency Medical Service Interventions



Pedestrian Safety

More info –
www.transportation.gov/sites/dot.gov/files/2025-04/SS4A-FY25-Implementation-FINAL-Webinar-Slides.pdf

Des Moines, Iowa Implementation

City of Des Moines Vision Zero Transportation Safety Action Plan

Table 7. City of Des Moines Implementation Projects for SS4A Grant

Street	From	To
Martin Luther King Jr. Parkway & 19th St	Cottage Grove Ave	Mondamin Ave
Douglas Ave (U.S. 6)	Merle Hay Rd	Martin Luther King Jr. Pkwy
Euclid Ave (U.S. 6)	Des Moines River	2nd Ave
Forest Ave	Beaver Ave	9th St
SE 14th St (U.S. 69) & Maury St Intersection		



Make high-visibility continental-style crosswalks the standard in Des Moines in school areas on the HIN first.



Evaluate the use of pedestrian safety strategies, such as leading pedestrian or leading through intervals at signalized intersections in Des Moines, starting with locations on HIN first.



Install backplates with retroreflective boards at all signalized intersections in Des Moines.



Reduce left turn conflict on arterials by installing positive offset left turn lanes, signal phasing at signalized intersections or reducing uncontrolled left turns onto private property.



Implement parking restrictions and/or bumpouts at pedestrian crossings to reduce pedestrian crossing distance and increase attentiveness and awareness of pedestrians.

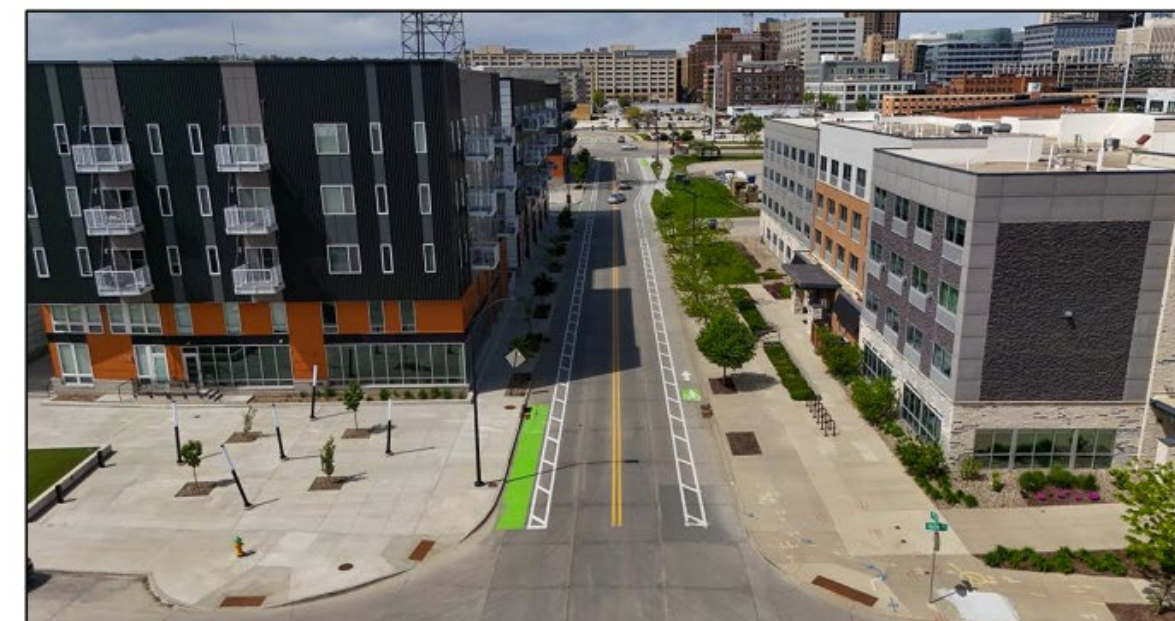
Figure 31. Recommended Systemic Proactive Safety Countermeasures for Des Moines.

Traffic Signal Backplates with Retroreflective Borders (Action 2.1, Step 4): New traffic signal backplates with yellow retroreflective borders were added to traffic signals at 5 locations: 19th Street & Forest Avenue, 19th Street & University Avenue, 19th Street and I-235N, MLK Jr. Parkway and I-235S, and 7th Street and I-235S. Reflective backplate borders are a treatment where yellow reflective tape is added around the traffic signal head. Signal heads that have backplates with retroreflective borders are more visible and conspicuous in both daytime and nighttime conditions. This improvement is an [FHWA Proven Safety Countermeasure](#) with an expected 15% reduction in total crashes.

The initial locations were chosen due to a history of red-light running crashes. This treatment will be a standard for all signal projects in the future.



SW 11th Street Complete Streets Project (Action 2.2, Step 1): This project included a three-lane to two-lane conversion of SW 11th Street from W ML King Jr Parkway to DART Way, adding buffered bike lanes. This bikeway fills a critical gap in the bike network and connects existing facilities on SW 12th Street north of W ML King Jr Parkway, the existing sidepath on the south side of W ML King Jr Parkway, a cycle track on Tuttle Street and a cycle track on Grays Parkway.



SW 11th Street looking north near Tuttle Street

SS4A Demonstration Example

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

- The award to the Village of Warwick will be used to pilot the **Slow Down Warwick Campaign**, addressing driver-behavior-related issues that contribute to crashes such as speeding, improper passing, driver inattention, and others.
- Project highlights:
 - **Installation of signage and roadway paintings** to alert drivers to the need for increased attention
 - Targeted **roadways and intersections prioritized** using crash/injury data
 - **10 site deployments** over a 20-month period



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

NEW GRANT: Regional Accelerator



Bureau Bulletin Brief: May 8, 2025

Notice of Funding Opportunity: Regional Infrastructure Accelerators Grant Program

Up to \$20 Million Available in No-Match Grants

The U.S. Department of Transportation's Build America Bureau (Bureau) recently issued a [Notice of Funding Opportunity](#) (NOFO) for up to \$20 million in no-match grants for the [Regional Infrastructure Accelerators Program](#) (RIA). The program funds technical resources, planning, and project development to expedite regional transportation infrastructure through innovative financing and delivery methods, including public-private partnerships.

The Bureau previously awarded \$34 million to 24 Accelerators that expedite planning, development, and delivery at the local and regional levels. For example, the Central Ohio Transit Authority is using its funding to develop the \$8 billion [LinkUS Mobility Initiative](#) (LinkUS), a comprehensive regional transportation and development plan to accommodate population growth and expand transportation options.

Complete applications must be submitted through [Grants.gov](#) by June 16, 2025, at 11:59 p.m. EST. Please visit the [Regional Infrastructure Accelerators Program](#) to learn more about the program and the Build America Bureau, which administers multiple technical assistance programs to build capacity at local and regional levels to explore innovative funding, financing, and delivery solutions.

- **Funding for regional infrastructure improvements**
- **\$20 Million Available**
- **No-match required**
- **Due June 16, 2025 5pm EDT**



**1B Safer. Greener. Smarter.
For All.**

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