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Webinar Series

**SAFE STREETS AND ROADS FOR ALL (SS4A) GRANTS:
*PREPARING A STRONG FY26 POST-CRASH CARE
APPLICATION***

March 26, 2026



Today's Agenda



Moderators

Joni Harvey, Deputy Coordinator, NHTSA National 911 Program

Max Sevareid, Emergency Medical Services Specialist, Office of EMS, NHTSA

March 26, 2026

Speakers

Carolyn Mulvihill

Safe Streets and Roads for All and Reconnecting Communities Programs, Office of Infrastructure Deployment
U.S. Department of Transportation

Sarah Miller, CMCP

Public Safety Telecommunications Director/911 Coordinator
Barnes County 911 Dispatch Center

April Hazen

Senior Grant Administrator
Shawnee County Sheriff's Office

Eric Coffin

Lieutenant, Criminal Investigations Division
Shawnee County Sheriff's Office

Jeremy Rabb

Director, Shawnee County Emergency Communication
Shawnee County Sheriff's Office



STATE OF 911 WEBINAR SERIES



VARIETY OF TOPICS

Provides useful information to the 911 community on the advancement of 911.



EXPERIENCE

Brings Federal, State and local leaders to you!



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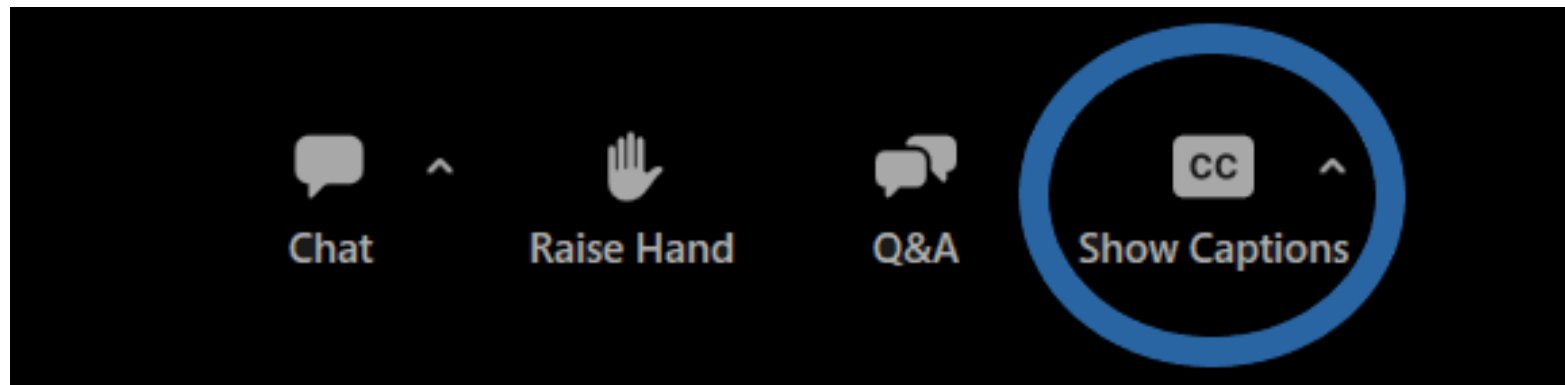


FEEDBACK & QUESTIONS

nhtsa.national911@dot.gov

ZOOM FUNCTIONS

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U.S. Department of Transportation

Safe Streets and Roads for All (SS4A)



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NHTSA

Safe Streets and Roads for All

- \$5 billion competitive grant program, with ~\$1 billion per year over 5 years
- Purpose: to prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing projects and strategies identified in safety Action Plans
- Inclusive of all types of roadway safety interventions across the [Safe System Approach](#)



Grant Types and Eligible Activities

Grant Types:

Planning and
Demonstration Grant

Implementation
Grant

Eligible Activities:

Develop a comprehensive
safety action plan (A)

Conduct supplemental safety
planning (*in support of a safety
action plan*) (A1)

Carry out demonstration
activities (*in support of a safety
action plan*) (A2)

Implement projects and
strategies (C)

Conduct planning and design
(B)

Conduct supplemental safety
planning or demonstration
activities (A1/A2)

Learn more about eligible activities.



What is a Comprehensive Safety Action Plan?

- Comprehensive Safety Action Plans (Action Plans) are plans aimed at reducing and eliminating serious-injury and fatal crashes affecting all road users in a locality, Tribal area, or region.
- Action Plans use data analysis to characterize roadway safety problems and strengthen a community's approach through projects and strategies that address the most significant safety risks.
- **An eligible Action Plan must be in place prior to applying for an Implementation Grant or a Planning and Demonstration Grant that doesn't involve the development of an Action Plan.**



Eligible Comprehensive Safety Action Plans

An Action Plan is eligible if it meets the following conditions:

- Is focused on preventing roadway fatalities and serious injuries in a locality, Tribal area, or region, and includes projects and strategies to address the safety problems it identifies
- Meets the requirements in the [Self-Certification Eligibility Worksheet](#)
- Plan types that may meet the criteria include:
 - Vision Zero Action Plans
 - Local Road Safety Plans
 - Tribal Transportation Safety Plans
- If another jurisdiction (e.g., an MPO, a county) has an Action Plan that meets plan eligibility requirements, an applicant can use that plan in their application *as long as it covers their entire geographic boundaries*
- Implementation Grant applications require a complete, eligible Action Plan that also includes your proposed projects and strategies



Common Comprehensive Action Plan Issues

- Focused on a specific mode or discipline (e.g., only focused on post-crash care, rather than a comprehensive approach)
- Does not cover the entire jurisdiction (e.g., just for a specific corridor or part of a community)
- Created for the SS4A application, not through a public process for the community
- References strictly activities within the SS4A application, and not general safety needs for the community
- Lacks safety analysis of crash trends and outcomes across the entire jurisdiction, including lack of geospatial identification of higher risk locations
- Lacks time ranges and prioritization criteria for projects and strategies



Is My Action Plan Eligible?

- Use the Self-Certification Eligibility Worksheet and resources available at the [SS4A Resources Webpage](#)
- To confirm if your action plan is eligible as a SS4A Action Plan, we will offer Pre-application Action Plan reviews once the NOFO is published:
 - Deadline TBD (due date and instructions will be included in the NOFO and on the SS4A website)
 - This process is only to review the Self-Certification Eligibility Worksheet and Action Plans for eligibility. We will not review other application materials.



What if We Don't Have an Eligible Action Plan?

- Reach out to another jurisdiction (regional, county, etc.) and inquire if they have an eligible Action Plan that covers your entire geographical boundaries
 - Consider using [SS4A Grant Awards Map](#) to find jurisdictions that have received SS4A funding to develop/update an Action Plan
- Apply for a Planning and Demonstration Grant to develop a new Action Plan or update your Action Plan to include missing components



Resources

- A series of **checklists and planning worksheets** is available on the [SS4A website](#) and in Valid Eval to help guide applicants through the eligibility and application process
- The [SS4A Clearinghouse](#) has resources and examples of Action Plans developed using SS4A funds
- Email us: ss4a@dot.gov

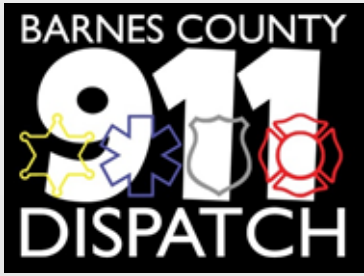
SS4A Applications to Develop or Update an Action Plan

- Check the status of your Unique Entity ID (UEI); it should be listed as "active" on [sam.gov](#) if you do not already have one. Note that it can take up to 30 days to receive a UEI.
- Sign up for an account using the [Valid Eval Planning and Demonstration](#) website.
- Gather key application data for the **applicant jurisdiction(s)**, including:
 - The total 2020 Census **population** for the applicant jurisdiction(s).
 - The total count of **motor vehicle-involved roadway fatalities** from 2018-2022 in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify this information.
 - If using data other than FARS, gather information on alternative fatality data.
 - The total **average annual fatality rate** (per 100,000 population) from 2018-2022 in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to calculate.
 - Identify any **Underserved Communities** in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify.
- Complete the following **Standard Forms** (download forms within the Valid Eval Application):
 - SF-424: Application for Federal Assistance
 - SF-424A: Budget Information for Non-Construction Programs
 - SF-424B: Assurances for Non-Construction Programs
 - SF-LLL: Disclosure of Lobbying Activities
 - Review the [SS4A Fact Sheet](#) for guidance on how to complete required SF forms.
- Write an **application narrative** no longer than 2 pages if your Federal funding request is less than \$1,000,000. If you are requesting \$1,000,000 or more in Federal funding, the narrative must be no longer than 3 pages. The narrative must respond to the Additional Safety Section G.1.i.c in the [NOFO](#) and meet the other requirements described in the [NOFO](#).
- Create a **map** that shows the location of the applicant jurisdiction(s). Upload the file in PDF format to your application in Valid Eval.

SS4A Implementation Grant Application Checklist

- Optional:** Consider submitting your Action Plan(s) for a pre-application eligibility review by the SS4A Team by 5:00 PM ET on May 9, 2025, by emailing ss4a@dot.gov with the subject line "Implementation Grant Eligibility Review: Applicant Name, State" and attaching a completed [Self-Certification Eligibility Worksheet](#) and any relevant links/attachments to your Action Plan(s).
- Check the status of your Unique Entity ID (UEI); it should be listed as "active" on [sam.gov](#). Register for a UEI on [sam.gov](#) if you do not already have one. Note that it can take up to 30 days to receive a UEI.
- Sign up for an account using the [Valid Eval Implementation Grant Application](#) website.
- Gather key application data for the **applicant jurisdiction(s)**, including:
 - The total 2020 Census **population** for the applicant jurisdiction(s).
 - The total count of **motor vehicle-involved roadway fatalities** from 2018-2022 in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify this information.
 - If using data other than FARS, gather information on alternative fatality data.
 - The total **average annual fatality rate** (per 100,000 population) from 2018-2022 in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to calculate.
 - Identify any **Underserved Communities** in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify.
- Gather key application data for the proposed **project area(s)**, including:
 - The total number of **fatalities, serious injury crashes, and suspected injury crashes** (if serious injury crash data is not available) between 2018 and 2022. You may use a data source other than FARS.
 - Review the [SS4A Fact Sheet](#) for information on how to determine and report this data.
 - Identify any **Underserved Communities** in the project area(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify.
- Complete the following **Standard Forms** (download forms within the Valid Eval Application):
 - SF-424: Application for Federal Assistance
 - SF-424C: Budget Information for Construction Programs
 - SF-424D: Assurances for Construction Programs
 - SF-LLL: Disclosure of Lobbying Activities
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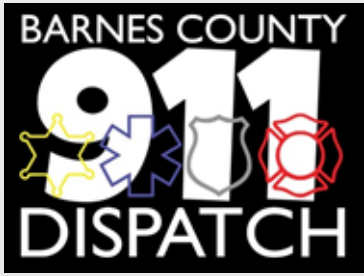
Next Generation 9-1-1 Rural Ready

SMART Interagency Crash Coordination

SS4A Grant: Road Safety Action Plan Development and Demonstration Project

Barnes County 911 Dispatch Center

Valley City, North Dakota



Next Generation 9-1-1 Rural Ready

SMART Interagency Crash Coordination: Road Safety Action Plan Development and Demonstration Project



Sarah Miller

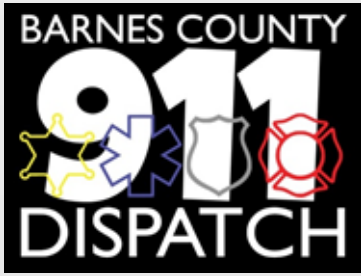
Public Safety Telecommunications
Director & 911 Coordinator

Barnes County 911 Dispatch Center

Valley City, North Dakota

Population: 10,860

15th Largest County in North Dakota



Next Generation 9-1-1 Rural Ready

SMART Interagency Crash Coordination: Road Safety Action Plan Development and Demonstration Project

Barnes County Safe Streets and Roads for All Grant Application

Project Title and Goal

The Next Generation 9-1-1 Rural Ready: Smart Interagency Crash Coordination Demonstration Project aims to deliver a compelling proof-of-concept for transforming emergency response through a data-driven, technology-enabled model for reducing serious injuries and fatalities on rural roadways. By leveraging “smart” interagency communications and real-time asset visibility, this project will demonstrate how improving situational awareness, live interagency communication, and asset visibility in mission-critical environments promotes equitable access to lifesaving services in rural communities. The outcomes will inform scalable, cost-effective strategies for statewide implementation and support long-term safety planning to modernize rural public safety response across North Dakota.

Barnes County SS4A Project

- Local Road Safety Action Plan (Last updated in 2015)
- SMART Interagency crash response coordination using Next Generation 9-1-1 (NG911) Capabilities.
 - CAD-to-CAD solution between neighboring counties



Next Generation 9-1-1 Rural Ready

SMART Interagency Crash Coordination: Road Safety Action Plan Development and Demonstration Project

Application

- COLLABORATION
- Notice of Funding Opportunity (NOFO)
- Research, Research, Research
- Connect your vision – Action Plan & Demonstration Project

Planning and Demonstration Grant Selection Criteria – F.3.iii.c.II.3 and Section G.1.i

a. Selection Criteria #1: Safety Impact

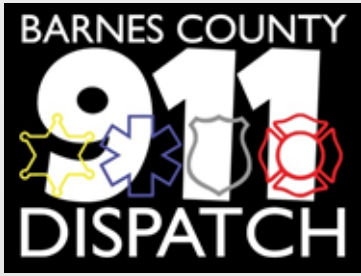
*The count of roadway fatalities from 2018-2022 DOT FARS data...

*The fatality rate, which is calculated using a 5-year annual average... [pg 45](#)

b. Selection Criteria #2: Underserved Communities

% of population in the applicant's jurisdiction that resides in an underserved community census tract...pg. 46 NOFO

Low-cost high impact strategies that can improve safety over a wider geographical area. (Implications for statewide adoption) [pg 46 NOFO](#)



Next Generation 9-1-1 Rural Ready

SMART Interagency Crash Coordination: Road Safety Action Plan Development and Demonstration Project

What Made Us Successful?

- Clear, defined Goal
- Collaboration
- **Connected** Action Plan and Demonstration Project

POST-CRASH CARE

The Post-Crash Care element of the Safe System Approach recognizes that receiving quick emergency medical care on the roadway system is a priority. **Post-crash care is a multilevel approach that includes strategies focused on traffic incident management, emergency response, and record keeping.**


Deploying post-crash care can help prevent crash injuries from becoming fatal, while also preventing secondary crashes from occurring. Collecting, maintaining, and using high-quality data about crashes, injuries, and traffic-related information can help NDDOT and safety partners identify countermeasures to reduce the occurrence and severity of future crashes.

POST-CRASH CARE
Priority Emphasis Area


EMERGENCY RESPONSE/
MEDICAL SERVICES
AND TRCC

Post-Crash Care Strategies

- ▼ **STRATEGY 1:** Reduce traffic-related fatalities, injuries, and hospitalizations through improved EMS response and access to trauma care.
- ▼ **STRATEGY 2:** Protect first responders at crash scenes through training, tools, and technology.
- ▼ **STRATEGY 3:** Improve data collection, sharing, integration, and tracking post-crash outcomes.



Priority Emphasis Area
**EMERGENCY RESPONSE/
MEDICAL SERVICES AND
TRAFFIC RECORDS
COORDINATING COMMITTEE**



Prompt medical attention and traffic incident management are two effective methods to save lives after a crash already has happened. Emergency medical services (EMS) can provide life-sustaining aid to people injured by crashes and prevent injuries from becoming fatal. However, it may take longer for EMS to respond in rural areas of North Dakota, where EMS resources may be limited and travel distances greater. **Effective and standardized emergency response dispatch and resource deployment can save lives on North Dakota's roadways.**

Traffic Incident Management (TIM) is the collaborative process to detect, respond to, and clear traffic crashes as quickly and efficiently as possible. Effective TIM may prevent secondary crashes from occurring while also protecting people at the crash location. It is essential to protect the lives of first responders on scene, which includes EMS, fire departments, law enforcement, and tow operators.

On April 6, 2023, Governor Burgum signed into law North Dakota Century Code Section 39-10-26.3, which expands the State's "move over" law to include any stopped motor vehicle with flashing hazard warning signals. The revised "move over" law requires drivers to move over a lane and slow down to a safe speed before passing an emergency vehicle, transportation department vehicle, or other motor vehicle with flashing hazards stopped on the side of the road. The expanded law helps to protect the lives of all vehicle occupants stopped on the roadside.



Understanding the conditions and contributing circumstances to crashes is an important step in addressing both site-specific and systemic crash risks. The North Dakota Traffic Records Coordinating Committee (TRCC) is a multidisciplinary group of stakeholders with the goal to collect and manage timely, accurate, complete, uniform, integrated, and accessible traffic records systems. The integration of separate data systems can link crash causes, contributing factors, and outcomes to improve the analysis of crash causations so they can be addressed.

VISION ZERO | 51

SHAWNEE COUNTY SHERIFF'S OFFICE

SS4A

Safe Streets and Roads for All

Grant Writer April Hazen
Communications Director Jeremy Rabb
Lieutenant Eric Coffin



Safe Streets and Roads for All (SS4A) Program



Shawnee County Project Focus:

- Improve roadway safety
- Identify high-risk crash locations
- Implement technology to support faster response
- Improve coordination between traffic safety planning and emergency response





Comprehensive Safety Action Plan (CSAP)

...is the foundational planning document required for communities to access Safe Streets and Roads for All (SS4A) implementation funding

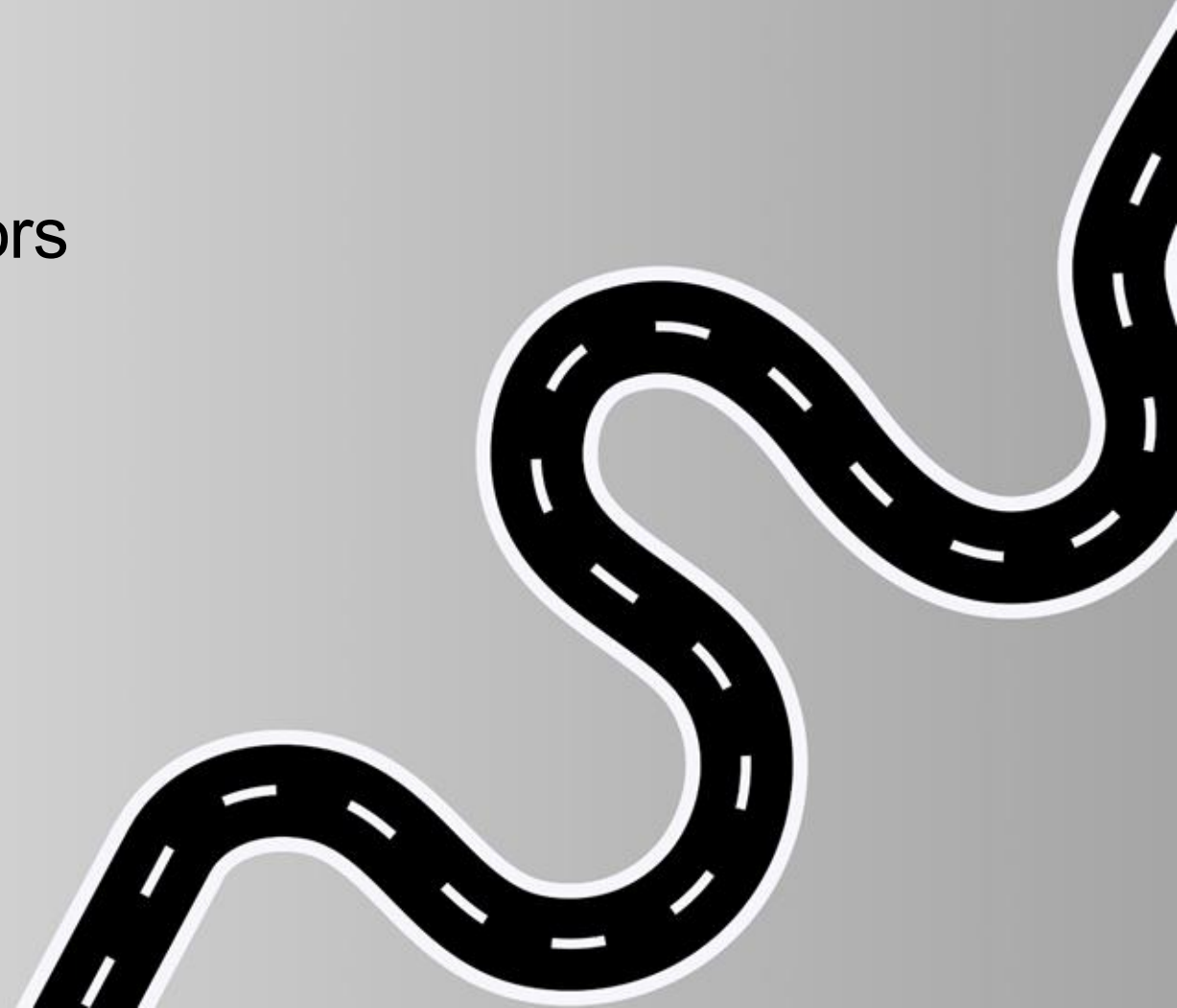
- The CSAP provides a data-driven report roadmap to reduce roadway fatalities and serious injuries
- Analysis of crash and roadway safety data is done by an outside source
- Identification of high-injury networks and high-risk locations
- Community and stakeholder engagement
- Development of strategies and projects to improve safety
- Performance measures and goals to reduce fatalities and serious injuries

Why It Matters for 911 Centers



Helps identify:

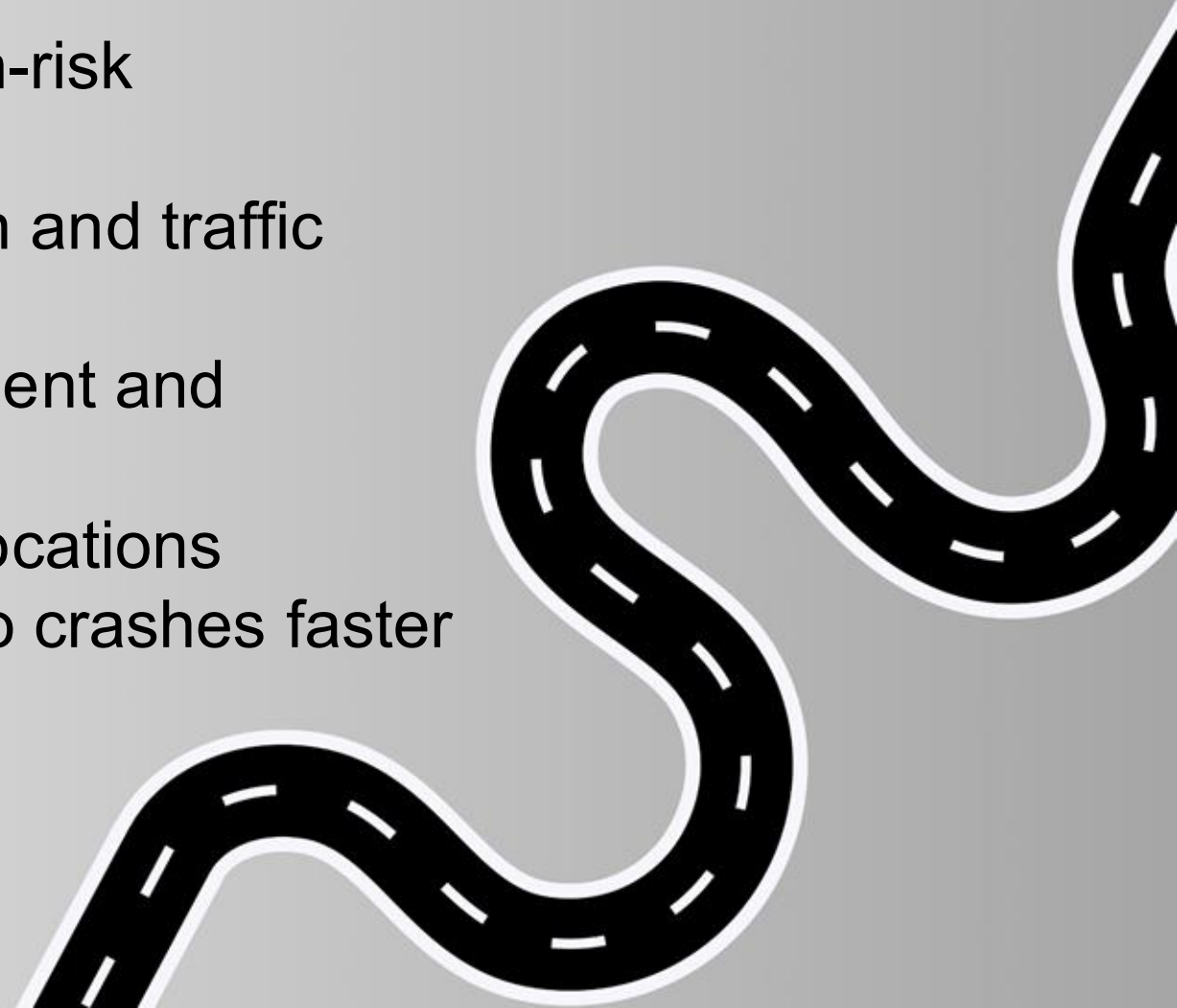
- Frequent crash locations
- Dangerous intersections and corridors
- Time-of-day crash patterns
- Emergency response challenges



Examples Include:



- Mapping crash call data to identify high-risk intersections
- Integrating 911 data with transportation and traffic planning
- Using drones for crash scene assessment and situational awareness
- Improving signal timing at high-crash locations
- Using technology to alert responders to crashes faster



Application Process and Experience



How the Project Got Started:

The SS4A application process began in Shawnee County through communication and collaboration.

Key partners included:

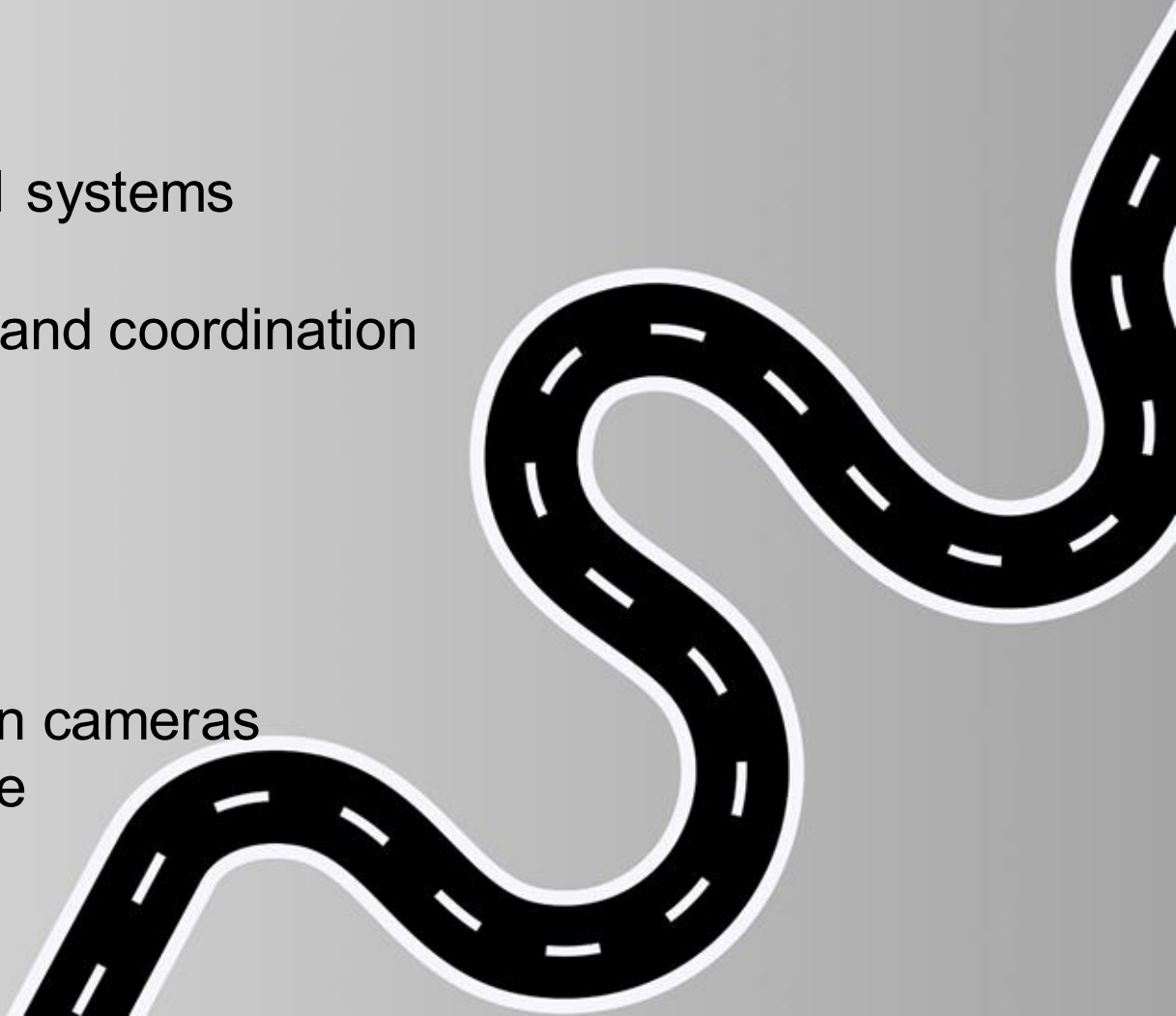
- 911 leadership
- Shawnee County Sheriff's Office
- Transportation and public works departments
- Emergency management
- Grant administration staff

911



Pilot Programs

- Real Time Data Integration
 - Integrating traffic and roadway data into 911 systems
 - Improve situational awareness for dispatch
 - Provide faster, more informed call handling and coordination
- Enhancing Call Processing
 - Improve Location accuracy
 - Support prioritization of high-risk calls
- Real Time Awareness and Alerts
 - Dispatch access to roadway and intersection cameras
 - Assist with directing responders to the scene
 - Reduce reliance on caller reporting alone



Real Time Information Center



Pilot Programs

- Mobile traffic video trailers
 - Used for large events to assist in traffic management
 - Provide ability for traffic mitigation
 - Allow incident command to establish ingress/egress for emergency traffic
- Intersection camera expansion
 - Building out additional intersection cameras
 - Allowing for traffic monitoring
 - Rapid visual response to accidents
 - ✓ Assist with physical response to scene
- Possible audio detection
 - Assist with rapid notification / alert of traffic related incidents
 - Passive system

Drones As First Responders (D.F.R.)



Pilot Programs

- Drone docking stations / Fixed wing program
 - Partner with City Fire for strategic placement
 - Cooperative response to motor vehicle accidents
 - Eyes on scene in less than 90 seconds
 - Traffic detection
 - ✓ Ingress / Egress

Pilot Programs (cont'd)

- Direction to patient / search for additional patients
 - ✓ Allowing for primary area of responsibility
- CAD integration for rapid deployment
- Assists with traffic call mitigation, allowing officers to remain available if no traffic concern
- Potentially help to mitigate vehicle pursuits by airborne tracking
 - ✓ Resulting in safer traffic ways for general motoring public



Categorical Budget

Dispatch & Radio
Modernization

\$1,350,000.00

Real Time
Information Center

\$1,000,000.00

Drones as First
Responders

\$1,175,000.00

Comprehensive Safety
Action Plan

\$150,000.00

Project
Administrator

\$475,000.00

Technology
Integration

\$550,000.00

Remaining **\$300,000.00** for indirect costs

Grant Staffing



Shawnee County Approach

Shawnee County hired a full-time grant administrator:

- Identify funding opportunities
- Coordinate partner agencies
- Develop applications and budgets
- Manage reporting and compliance

This allows operational staff to focus on project expertise and planning.

911 Centers Without Grant Staff

911 centers can still pursue grants by:

- Partnering with city or county grant administrators
- Working with regional planning organizations
- Collaborating with transportation or public works departments
- Partnering with nearby jurisdictions

Strong partnerships make grant projects possible even without dedicated grant staff.

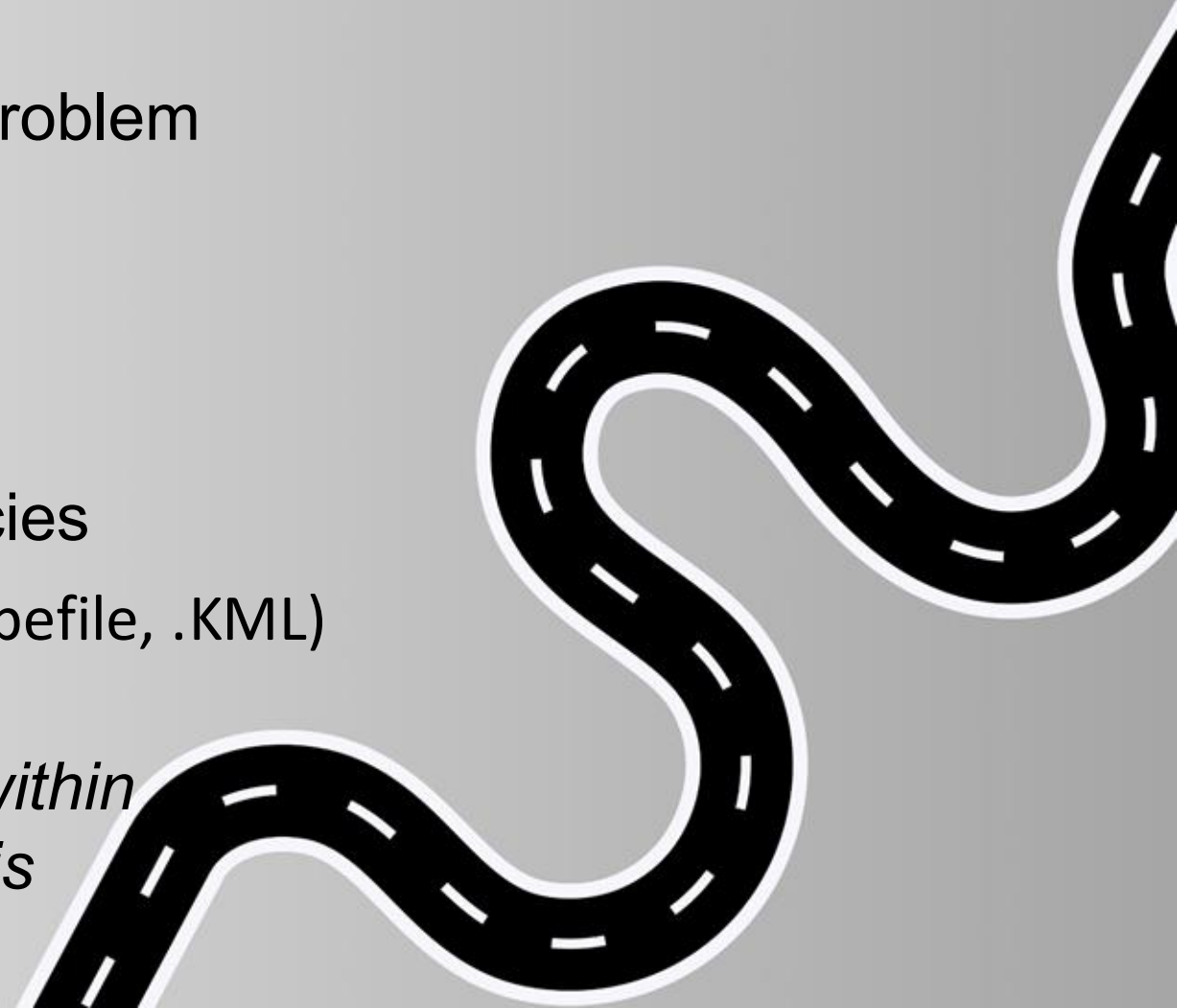
Application Process: Lighter Lift Than Expected



SS4A applications typically require:

- A description of the roadway safety problem
- Crash or incident data
- A project concept or strategy
- Estimated budget with needed items
- Letters of support from partner agencies
- Map in PDF and spatial format (e.g., Shapefile, .KML)

Much of this information already exists within agencies, you need to start gathering this information now.



Tips and Advice



Lessons learned during the process:

- Start collecting data early
- Get familiar with the SF424 Family Documents
- Identify your most dangerous roadways and intersections
- Build partnerships before the application period opens
- Include operational perspectives from dispatch and responders
- Focus on reducing serious injuries and fatalities

SS4A FY26 NOFO

- The upcoming FY26 NOFO will be posted on the DOT SS4A program website:
<https://www.transportation.gov/grants/SS4A>
- It will also be shared via a GovDelivery email announcement
- Scan the QR code to visit the page directly



Questions:
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