



U.S. Department of Transportation

Federal Highway Administration

Notice of Funding Opportunity

Number 693JJ324NF-AIDDP

2023 - 2026 Accelerated Innovation Deployment (AID) Demonstration Grants

FY 2023 NOFO OPENING DATE: October 24, 2023

FY 2023 VIRTUAL INFORMATION SESSION DATE: November 20, 2023

FY 2023 NOTICE OF INTENT DUE DATE: December 12, 2023

FY 2023 APPLICATION DUE DATE: January 23, 2024

The Federal Highway Administration (FHWA) is using www.Grants.gov for issuance of this Notice of Funding Opportunity (NOFO). Applicants must register and use the system to submit applications electronically. Applicants are encouraged to register in advance of the submission deadline and to register to receive notifications of updates/amendments to this notice. Approval of user registrations for the site may take multiple weeks.

It is the Applicant's responsibility to monitor www.Grants.gov site for any updates/amendments to this NOFO.

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Funding Opportunity for Accelerated Innovation Deployment Demonstration

AGENCY: U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA)

ACTION: Notice of Funding Opportunity (NOFO)

SUMMARY:

The purpose of this NOFO is to solicit applications for FHWA's Accelerated Innovation Deployment (AID) Demonstration for Fiscal Years (FY) 2023 - 2026 grants and will result in the distribution of up to \$10 million in FY 2023 and up to \$12.5 million in each of FYs 2024 - 2026. The actual amount available to be awarded under each NOFO will be subject to the availability of funds.

Funds made available for FYs 2023 - 2026 for the AID Demonstration are to be awarded on a competitive basis to fund activities eligible for assistance under Title 23, United States Code (U.S.C.) in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the Technology and Innovation Deployment Program (TIDP) goals. The goals of the TIDP, detailed in 23 U.S.C. 503(c), are to:

- A. Significantly accelerate the adoption of innovative technologies by the surface transportation community;
- B. Provide leadership and incentives to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in highway construction processes that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction;
- C. Construct longer-lasting highways through the use of innovative technologies and practices that lead to faster construction of efficient and safe highways and bridges;
- D. Improve highway efficiency, safety, mobility, reliability, service life, environmental protection, and sustainability;
- E. Develop and deploy new tools, techniques, and practices to accelerate the adoption of innovation in all aspects of highway transportation; and
- F. Disseminate and evaluate information from accelerated market readiness efforts, including non-market-ready technologies, to public and private entities.

These TIDP goals also support and are in alignment with the Administration's goals to enhance safety for all users, support a sustainable and resilient infrastructure, incorporate equity in project planning and delivery, and support workforce development, job quality, and wealth creation. This notice describes the application requirements, selection and evaluation criteria, applicable program and Federal requirements, and available technical assistance during the grant solicitation period.

DATES:

FHWA seeks early notification of interest to inform its allocation of resources for application evaluations and to facilitate timely and efficient awards. For that reason, FHWA requires all interested applicants confirm their intent to submit an application in response to this opportunity for FY 2023 by submitting a notice of intent no later than December 12, 2023. This notification should be **submitted via grants.gov as detailed in Section D of this notice** ~~sent to innovation@dot.gov~~. Notice of Intent deadlines for FYs 2024 – 2026 are listed in Attachment A – Key Dates.

Applications for FY 2023 must be submitted electronically through Grants.gov no later than 11:59 p.m., Eastern Time, on January 23, 2024 (the “application deadline”). Applicants are encouraged to submit applications in advance of the application deadline; however, applications will not be evaluated, and awards will not be made, until after the application deadline. Application deadlines for FYs 2024 – 2026 are listed in Attachment A – Key Dates.

FHWA plans to conduct outreach regarding FY 2023 AID Demonstration in the form of a virtual meeting on November 20, 2023, at 3:00 p.m. Eastern Time.¹ To join the Webinar, follow the instructions posted on the AID Demonstration Webpage:

<https://www.fhwa.dot.gov/innovation/grants/>.

Key Dates for FYs 2023 – 2026 are specified in Attachment A – Key Dates posted with this notice.

ADDRESSES:

Applications must be submitted electronically through Grants.gov. Refer to Assistance Listing (formerly Catalog of Federal Domestic Assistance) Number: 20.200.

FOR FURTHER INFORMATION CONTACT:

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U.S. Department of Transportation
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Email: innovation@dot.gov

Alternate:
Robin Hobbs
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration

¹ Anticipated Information Session dates for FY 2023 – 2026 are specified in Attachment A to this Notice.

U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590
Email: Robin.Hobbs@dot.gov
Phone: (202) 366-4004

Office hours are from 7:30 a.m. to 4:00 p.m., Eastern Time, Monday through Friday, except Federal holidays.

FHWA will not review applications in advance, but FHWA staff are available for technical questions and assistance. In addition, FHWA will post answers to questions and requests for clarifications at [Grants.gov](https://www.grants.gov) under this NOFO's page. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact FHWA directly, rather than through intermediaries or third parties, with questions.

SUPPLEMENTARY INFORMATION:

Each section of this notice contains information and instructions relevant to the application process for AID Demonstration grants. The applicant should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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This notice contains collection-of-information requirements subject to the Paperwork Reduction Act. The use of standard forms (SF) 424, 424A, 424C, and 425 has been approved by the Office of Management and Budget (OMB) under 2105-0520. Notwithstanding any other provision of law, no person is required to respond to, nor shall any person be subject to a penalty for failure to comply with, a collection of information subject to the Paperwork Reduction Act, unless that collection displays a currently valid OMB control number.

SECTION A - PROGRAM DESCRIPTION

1. Statement of Purpose

The purpose of this NOFO is to solicit applications for AID Demonstration grants and will result in the distribution of up to \$10 million for FY 2023 and up to \$12.5 million per fiscal year for FYs 2024 - 2026. The actual amount available to be awarded under this notice will be subject to the availability of funds.

2. Overview

The AID Demonstration is one aspect of FHWA's multifaceted TIDP and provides funding as an incentive for State departments of transportation (State DOT), Federal Land Management Agencies (FLMA), and Tribal governments^{2,3} to accelerate the implementation and adoption of proven innovations in highway transportation.

The AID Demonstration is established under 23 U.S.C. 503(c) within the TIDP to implement accelerated innovation deployment. The section authorizes the Secretary of Transportation to "carry out a technology and innovation deployment program relating to all aspects of highway transportation, including planning, financing, operation, structures, materials, pavements, environment, construction, and the duration of time between project planning and project delivery."

FHWA has made TIDP funds available for the AID Demonstration since 2014, awarding between 10 to 15 grants per fiscal year. Information on previously awarded AID Demonstration projects can be found on the AID Demonstration Webpage: <https://www.fhwa.dot.gov/innovation/grants>.

FHWA is seeking applications from a diverse pool of applicants and a variety of innovations and project types. FHWA also seeks to fund projects that use innovations included in the Every Day Counts (EDC) initiative. Please go to the following link to see examples and benefits of EDC innovations: <https://www.fhwa.dot.gov/innovation/everydaycounts/>.

3. Program Goals

The AID Demonstration provides incentive funding for activities eligible for assistance under Title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals.

² Although a Local Public Agency (LPA) is not an eligible applicant, State DOTs may apply for AID Demonstration grants in partnership with a LPA, and the State DOT will be responsible for administering the AID Demonstration grants for work carried out by a LPA.

³ Any federally recognized Tribe identified on the list of "Indian Entities Recognized and Eligible to Receive Services from the Bureau of Indian Affairs" (87 FR 4636) is eligible to apply for AID Demonstration grants.

The goals of the TIDP, as defined in 23 U.S.C 503(c)(1), are to:

- a. Significantly accelerate the adoption of innovative technologies by the surface transportation community;
- b. Provide leadership and incentives to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in highway construction processes that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction;
- c. Construct longer-lasting highways through the use of innovative technologies and practices that lead to faster construction of efficient and safe highways and bridges;
- d. Improve highway efficiency, safety, mobility, reliability, service life, environmental protection, and sustainability;
- e. Develop and deploy new tools, techniques, and practices to accelerate the adoption of innovation in all aspects of highway transportation; and
- f. Disseminate and evaluate information from accelerated market readiness efforts, including non-market-ready technologies, to public and private entities.

4. Administration Goals

- a. Safety
 - The DOT is committed to advancing safe, efficient transportation, including in AID Demonstration.
 - The National Roadway Safety Strategy (NRSS), issued January 27, 2022, commits the DOT to respond to the current crisis in roadway fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero roadway deaths through a Safe System Approach.⁴ The outcomes that are anticipated from the projects funded by AID Demonstration should align with the NRSS.
- b. Climate Change and Sustainability

The DOT seeks to fund projects under the AID Demonstration that reduce greenhouse gas emissions in the transportation sector, incorporate evidence-based climate resilience measures and features, reduce the lifecycle greenhouse gas emissions from the project materials, and avoid adverse environmental impacts to air or water quality, wetlands, and endangered species, and address the disproportionate negative environmental impacts of transportation on disadvantaged communities, consistent with Executive Order (E.O.) 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619).⁵
- c. Equity

The DOT seeks to award projects under the AID Demonstration that will create proportional impacts to all populations in a project area, remove transportation related disparities to all populations in a project area, and increase equitable access to project benefits, consistent with E.O. 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009).
- d. Workforce Development, Job Quality, and Wealth Creation

⁴ <https://www.transportation.gov/NRSS>

⁵ See U.S. Department of Transportation Strategic Framework FY 2022 – 2026 (Dec. 2021) at <https://www.transportation.gov/administrations/office-policy/fy2022-2026-strategic-framework>

The DOT intends to use the AID Demonstration 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 and training and placement programs, especially registered apprenticeships, in project planning stages, consistent with E.O. 14025, Worker Organizing and Empowerment (86 FR 22829), and E.O. 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335). The DOT also intends to use the AID Demonstration to support wealth creation, consistent with the DOT's Equity Action Plan through the inclusion of local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises (DBE), Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

5. Additional Information

- a. The AID Demonstration is described in the Federal Assistance Listings under the assistance listing program Title – “Highway Research and Development Program” and assistance listing number 20.200.
- b. The DOT is committed to considering project funding decisions holistically among the various discretionary grant programs available in the Bipartisan Infrastructure Law (BIL). The DOT also recognizes that applicants may be seeking funding from multiple discretionary grant programs and opportunities. An applicant may seek the same award amounts from multiple DOT discretionary opportunities or seek a combination of funding from multiple DOT opportunities.

6. Changes from the FY 2021 AID Demonstration NOFO

All sections of this NOFO have been updated since the publication of the prior year NOFO, so applicants should read these materials carefully. In addition, Attachment A – Key Dates is new this year.

SECTION B – FEDERAL AWARD INFORMATION

1. Award Amount Available

Section 11101(c)(1)(B) of BIL provides funding to carry out TIDP, including AID Demonstration grants, under 23 U.S.C. 503(c). FHWA will make up to \$10 million available in FY 2023 and up to \$12.5 million available in each of FYs 2024 - 2026 of TIDP funding available for award of AID Demonstration grants.

2. Award Size

For each FY 2023 - 2026, the minimum AID Demonstration grant award is \$100,000 and the maximum is \$ 1 million. FHWA anticipates awarding between 10 to 15 AID Demonstration grants each of FYs 2023 - 2026, subject to the availability of funds.

3. Previous AID Demonstration Awards

Previous award recipients of AID Demonstration grants may apply for funding to support additional phases of a project previously awarded funds in the AID Demonstration. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous AID Demonstration award, or application, does not affect competitiveness under the FYs 2023 - 2026 AID Demonstration.

4. Type of Award

The planned award type is a cost reimbursement grant with cost-sharing.

If the grant recipient is a State DOT or if a State DOT will serve as a pass-through entity to a local public agency (LPA), AID Demonstration funds will be awarded upon execution of a project agreement (a type of grant agreement for administration of funds to a State DOT in FHWA's Fiscal Management Information System).

If the grant recipient is an FLMA or Tribal government, the AID Demonstration funds will be awarded through existing agreements with these entities and the Federal Lands Highway Division.

5. Period of Performance

The anticipated period of performance for awards under the AID Demonstration will be 1 to 3 years from the effective date of the grant award. This time frame is inclusive of project implementation (up to 30 months) and Final report preparation (up to 6 months). The recipient must submit the grant closeout report to FHWA within 90 days after the end of the grant award period of performance.

SECTION C - ELIGIBILITY INFORMATION

To be selected for a grant, an applicant must meet the eligibility requirements under this Section C, including: Eligible Applicant; Eligible Project; and Statutory Cost Sharing or Match requirements. Applications that do not meet these threshold eligibility requirements will not be evaluated under the process detailed in Section E.

1. Eligible Applicants

Entities eligible to apply for an AID Demonstration grant are State DOTs, FLMAAs, and Tribal governments. Although LPAs are not eligible applicants, State DOTs may apply for AID Demonstration grants in partnership with LPAs,⁶ and the State DOT will be responsible for administering the AID Demonstration grant work by the LPA.⁷ Any federally recognized Tribe identified on the list of “Indian Entities Recognized and Eligible to Receive Services from the Bureau of Indian Affairs” (87 FR 4636) is eligible to apply for AID Demonstration grants.

Recipients of previous AID Demonstration grants may apply for FYs 2023 - 2026 AID Demonstration funding. Receipt of a previous AID Demonstration award, or submission of an application previously, does not affect competitiveness under the FYs 2023 - 2026 AID Demonstration competition.

2. Cost Sharing or Matching

Cost sharing or matching is required under this award. Per BIL’s Section 11101(c)(3), the Federal share of the cost of a project carried out with AID Demonstration funds shall be 80 percent. Twenty percent of project costs must come from non-Federal sources. Other Federal funds using their appropriate matching share may be leveraged for the deployment but cannot be considered matching funds under an application for AID Demonstration funds, which must come from non-Federal sources, unless otherwise allowed by statute.

Additional information on non-Federal matching requirements can be found at:
https://www.fhwa.dot.gov/legregs/directives/policy/memonfmr_tapered20190515.htm.

FHWA will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2 for Federal funds. Cost sharing or matching means the portion of project costs not paid by Federal funds or contributions (unless otherwise authorized by Federal statute). See 2 Code of Federal Regulations (CFR) Part 200.306 for additional details on Cost Sharing or matching.

⁶ The term “local public agency” means any city, county, township, municipality, or other political subdivision that may be empowered to cooperate with the State transportation department in highway matters (23 CFR 635.102).

⁷ The State DOT has responsibility for the construction of all Federal-aid projects, and is not relieved of such responsibility by authorizing performance of the work by an LPA or other Federal Agency. The State DOT shall be responsible for ensuring that such projects receive adequate supervision and inspection to ensure that projects are completed in conformance with approved plans and specifications (23 CFR 635.105(a)).

See Section D.2. for information about documenting cost sharing in the application.

For each project that receives a grant under this NOFO, FHWA expects the project to be completed using at least the level of non-Federal funding that was specified in the application.

3. Other

a. Number of Applications

State DOTs may submit one application for a State DOT administered project. State DOTs may submit up to two additional applications for projects that will be administered through the State DOT but performed by an LPA. FHWA will only consider the first two State DOT submissions for an LPA. Tribal governments and FLMAs may submit one application.

b. Eligible Projects (Table 1 – Eligible Projects)

The AID Demonstration funds are available for activities eligible under Title 23, U.S.C. that will achieve one or more goals of the TIDP, as described in Section A.3. Eligible project activities range from planning to construction. An eligible project must be a pilot deployment by the applicant of a proven innovative practice or technology previously deployed by other transportation agencies and that the applicant intends to implement and adopt as a significant improvement from the applicant's conventional practice.

Table 1 - Eligible Projects

Eligible Projects	
Eligibility Requirement	Details & Definitions
23 U.S.C. eligible project cost	An eligible project cost may include planning, financing, operation, structures, materials, pavements, environment, and construction.
Meets one or more of the TIDP Goals	See Section A.3
Proven Innovation	A proven innovation is one that was applied to an actual highway transportation project with benefits documented in a form that is publicly available or verifiable.
Innovative Technology with a Technology Readiness Level (TRL) 7 or greater	See Table 2 - TRL
Pilot deployment by the applicant	The applicant has never deployed the innovation proposed in the application.
Applicant intends to use innovation beyond a pilot deployment	The applicant intends to implement and adopt the innovation as a significant improvement from the applicant's conventional practice.

A proven innovation is one that was applied to an actual highway transportation project with benefits documented in a form that is publicly available or verifiable. The applicant cannot have previously deployed the innovation. Only applications proposing

innovations with a TRL of 7 or greater, as shown below in Table 2 - Technology Readiness Levels, will be considered.

Innovations that have advanced to mainstream, widespread use and practice (referred to as “graduated” innovations) are *generally* considered ineligible for an AID Demonstration grant.⁸ The current list of innovations that have advanced to widespread use is accessible from the AID Demonstration Webpage <https://www.fhwa.dot.gov/innovation/grants/graduated.cfm>. However, FHWA may consider applications proposing the use of innovations that have advanced to mainstream, widespread use and practice to be eligible for funding on a case-by-case basis. In such case, the applicant should contact the Program Manager for innovation approval prior to the Notice of Intent Deadline for the application year. Applications submitted for graduated innovations without prior approval will not be eligible.

Table 2 - Technology Readiness Levels

Phase	TRL	Description	Questions
Basic Research	1	Basic principles and research	Do basic scientific principles support the concept? Has the technology development methodology or approach been developed?
	2	Application formulated	Are potential system applications identified? Are system components and the user interface at least partly described? Do preliminary analyses or experiments confirm that the application might meet the user need?
	3	Proof of concept	Are system performance metrics established? Is system feasibility fully established? Do experiments or modeling and simulation validate performance predictions of system capability? Does the technology address a need or introduce an innovation in the field of transportation?
Applied Research	4	Components validated in laboratory environment	Are end-user requirements documented? Does a plausible draft integration plan exist, and is component compatibility demonstrated? Were individual components successfully tested in a laboratory environment (a fully controlled test environment where a limited number of critical functions are tested)?

⁸ FHWA, in consultation with stakeholders, has determined that certain transportation innovations from past cycles of the EDC Program have advanced to mainstream, widespread use and practice. Therefore, these are generally deemed to have “graduated” from consideration for funding under the AID Demonstration. FHWA will continue to encourage and support deployment of these innovations through other training and technical support activities.

	5	Integrated components demonstrated in a laboratory environment	Are external and internal system interfaces documented? Are target and minimum operational requirements developed? Is component integration demonstrated in a laboratory environment (i.e., fully controlled setting)?
Development	6	Prototype demonstrated in relevant environment	Is the operational environment (i.e., user community, physical environment, and input data characteristics, as appropriate) fully known? Was the prototype tested in a realistic and relevant environment outside the laboratory? Does the prototype satisfy all operational requirements when confronted with realistic problems?
	7	Prototype demonstrated in operational environment	Are available components representative of production components? Is the fully integrated prototype demonstrated in an operational environment (i.e., real-world conditions, including the user community)? Are all interfaces tested individually under stressed and anomalous conditions?
	8	Technology proven in operational environment	Are all system components form, fit, and functionally compatible with each other and with the operational environment? Is the technology proven in an operational environment (i.e., meet target performance measures)? Was a rigorous test and evaluation process completed successfully? Does the technology meet its stated purpose and functionality as designed?
Implementation	9	Technology refined and market ready	Is the technology deployed in its intended operational environment? Is information about the technology disseminated to the user community? Is the technology adopted by the user community? Example: www.fhwa.dot.gov/innovation/everydaycounts/.

SECTION D - APPLICATION AND SUBMISSION INFORMATION

1. Address to Request Application Package

All application materials may be found on Grants.gov.

Once in Grants.gov, select the Search Grants tab. Then enter one of the following:

- a. Opportunity Number: NOFO 693JJ324NF-AIDDP
- b. Opportunity Name: AID Demonstration
- c. Assistance Listing Number: 20.200

When at one of these pages, select the Opportunity, which will open to a page with several tabs. The first tab is a synopsis of the opportunity. Select the Application Package tab to download the forms needed to submit an AID Demonstration application. The applicant must complete and submit all standard forms included in the application package.

For a Telephone Device for the Deaf, please call (202) 366-3993. If potential applicants are unable to download the application package from the Internet, they may send a written request for a paper copy to the below address. Requests should be sent to:

Fawn Thompson
Program Coordinator
Accelerating Innovation
Office of Innovation and Workforce Solutions
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE.,
Email: innovation@dot.gov

Alternate

Robin Hobbs
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590
Email: Robin.Hobbs@dot.gov
Phone: (202) 366-4004

Office hours are from 7:30 a.m. to 4:00 p.m., Eastern Time, Monday through Friday, except Federal holidays.

2. Content and Form of Application Submission

a. Notice of Intent

Notices of Intent are required so that FHWA review panels, comprised of relevant subject matter experts, may be organized in advance of the application deadline. The FY 2023 Notice of Intent must be submitted to Grants.gov no later than 11:59 p.m., Eastern Time, on December 12, 2023. The 2024-2026 deadlines are specified in Attachment A to this Notice.

The Notice of Intent consists of a SF-424, Application for Federal Assistance, and Table 3 – Notice of Intent Detail must be added as a separate attachment to Item 15 of the SF-424. A separate PDF flat file that must provide the information contained in Table 3 below (see also Attachment C – Notice of Intent Detail).

Instructions for completing the Notice of Intent SF-424:

- Applicants should have an entry for Items 1, 2, 8-10, 12, and 15-21, with the Table 3 - Notice of Intent Detail file attached.
 - Item 1: Type of Submission: select “Preapplication”
 - Items 16: If project location is unknown, type ALL. This is acceptable for the Notice of Intent.
 - Item 18: If funding estimate is unknown, type 0.00. This information is not required for the Notice of Intent.

Instructions for adding Item 15 Attachments:

- Click on “Add Attachments” in Item 15 to open the first pop-up window.
 - Click “Add Attachments” and a second pop-up File Explorer/Directory window will appear, from which you can choose files to attach. Attachments can be added one at a time or all at once by holding down the CTRL key and selecting multiple files. Select “Open” to add the selected files as attachments.
 - Click “Done” to finalize the attachments.
 - Click “View Attachments” to see a list of files that have been added as attachments.

Table 3 - Notice of Intent Detail

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION NOTICE OF INTENT DETAIL	
PROJECT TITLE	
INNOVATION(S) <i>(List only innovations that grant funding are requested to support)</i>	
GRADUATED INNOVATION? www.fhwa.dot.gov/innovation/grants/graduated.cfm	Yes/No
FUNDING REQUEST AMOUNT <i>(Estimate)</i>	
PAST AID DEMONSTRATION GRANT RECIPIENT	Yes/No
PROJECT SUMMARY <i>(Maximum 2,000 characters)</i>	

After a Notice of Intent is submitted, the applicant may change the goal or eligible project. The application should describe this change.

If a State DOT with an LPA subrecipient intends to apply for more than one AID Demonstration grant the applicant shall submit a Notice of Intent for each grant.

All applications must be submitted electronically through Grants.gov. Standard forms are available for download at <https://www.Grants.gov/web/grants/forms/sf-424-mandatory-family.html>.

The application must consist of the following parts:

- SF-424, Application for Federal Assistance
 - Note:* A number of separate PDF flat files must be attached in Item 15 to provide required project information that is not included in the body of the SF-424.
 - Instructions for adding Item 15 Attachments:*
 - Click on “Add Attachments” in Item 15 to open the first pop-up window.
 - Click “Add Attachment” and a second pop-up File Explorer/Directory window will appear, from which you can choose files to attach. Attachments can be added one at a time or all at once by holding down the CTRL key and selecting multiple files. Select “Open” to add the selected files as attachments.
 - Click “Done” to finalize the attachments.
 - Click “View Attachments” to see a list of files that have been added as attachments.
 - Required attachments: the following files must be added as Attachments to Item 15 of the SF-424:
 - Volume 1 Technical Application, as described in detail below

- Volume 2 Budget Narrative, as described in detail below
- Additional Supporting Documentation (as needed)
- SF-424A, Budget Information – Non-Construction Programs or SF-424C, Budget Information – Construction Programs

Table 4 – Required Application Content

Section Name		Description	Page Limit
Standard Forms	SF-424		None
	SF-424A or SF-424C		None
Volume 1 - Technical Application <i>(Attach to SF-424, Item 15)</i>	Cover Page	See Section D.3.b.1	None
	Table of Contents		None
	Project Description	See Section D.3.b.2	15 pages total
	Project Location	See Section D.3.b.3	
	Project Parties	See Section D.3.b.4	
	Project Outcome Criteria	See Section D.3.b.5	
	Project Readiness and Environment Risk	See Section D.3.b.6	
Volume 2 - Budget Narrative <i>(Attach to SF-424, Item 15)</i>		See Section D.3.c	2 pages
Additional Supporting Documentation <i>(Attach to SF-424, Item 15 as needed)</i>		See Section D.3.b	10 pages

Applications must comply with the following requirements.

- **FORMAT** – The Volume 1 - Technical Application and Volume 2 - Budget Narrative shall be prepared with standard formatting (i.e., single-spaced document, using a standard 12-point font, such as Times New Roman, with 1-inch margins). The Technical Application must adhere to the outline found in Table 4 above.
- **LENGTH** – Response to the following shall not exceed the established page limitation: The SF-424 and SF-424A/C do not count towards a page limit. The Technical Application must not exceed 15 pages in length, excluding the cover page and table of contents. The Budget Narrative must not exceed 2 pages in length. Additional Supporting Documentation (e.g., project location maps, technical information, letters of endorsement) may be submitted as needed and must not exceed 10 pages.

Sharing of Application Information: The DOT may share application information within the DOT or with other Federal Agencies if the DOT determines that sharing is relevant to the respective program’s objectives.

- 1) **Volume 1 Technical Application – Detailed Instructions**
The Technical Application should thoroughly address, with as much detail as possible without exceeding the overall page limit, the information necessary for FHWA to determine that the project satisfies the eligibility criteria (see Section C), the Project

Outcome Criteria (see Section E.1), and Administration Goals (see Section E.2). The Technical Application should include a Cover Page, Table of Contents, Project Description, Project Location, Project Parties, responsiveness to Project Outcome Criteria, and Project Readiness and Environmental Risk maps, and graphics, as appropriate, to make the information easier to review.

To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by FHWA. FHWA may ask any applicant to supplement data in its application, but it expects applications to be complete upon submission. If possible, Website links to Supporting Documentation should be provided rather than copies of supporting materials. If supporting documents are submitted, applicants should clearly identify within the Technical Application the relevant portion of the Technical Application that each supporting document supports. At the applicant's discretion, relevant materials provided previously to a modal administration in support of a different DOT financial assistance program may be referenced and described as unchanged. FHWA recommends using appropriately descriptive final names (e.g., "Technical Application," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments.

The Technical Application must adhere to the outline in Table 4 above. Following the outline will also assist evaluators in locating relevant information.

a) Cover Page

Each application shall contain a cover page with the information in Table 5 below.

Table 5 - Application Cover Page

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION COVER PAGE NOFO 693JJ324NF-AIDDP	
Entity Type	___ TRIBE ___ FLMA ___ STATE DOT ___ SUB RECIPIENT
Organization Name	
Subrecipient Name	
Project Name	
Innovation(s)	<i>(Only list innovation(s) AID Demonstration funding will be used to implement)</i>
Is the innovation listed above an EDC Innovation?	Yes/No
Previously Incurred Project Cost	\$
Future Eligible Project Cost	\$
Total Project Cost	\$

AID Demonstration Funding Request	\$
Total Federal Funding (<i>Including AID Demonstration</i>)	\$
Is the project currently programmed in one of the following? • Transportation Improvement Program • Statewide Transportation Improvement Program • Metropolitan Planning Organization Long Range Transportation Plan • Long Range State Transportation Plan • Tribal Transportation Improvement Program	Yes/No <i>(Specify in which plan(s) the project is currently programmed)</i>
State(s) in which the project is located	
Project Location: (<i>latitude/longitude</i>)	
Congressional District of Project Location	
Has the applicant previously received an AID Demonstration grant(s)?	Yes/No

b) Project Description

The first section of the application must describe the project, identify the proposed innovation the AID Demonstration grant funding will be used to deploy, and how the project will achieve the goals of the TIDP. In this section of the application, applicants should indicate the TRL for the proposed innovation. FHWA will use the TRL scale (see Section C.3.b) to evaluate the appropriateness of the innovation proposed for the AID Demonstration.⁹ Only applications proposing innovations with a TRL 7 or greater, as shown in Section C.3.b, will be eligible.

Applications may include any background and state of knowledge to support innovation deployment for the purpose of this project. The application should also identify current organizational/institutional experience with the innovation. The application must explain the potential scope of impact of the innovation on the applicant's conventional practice and describe how innovation(s) will be deployed as standard practice in the future.

This section should discuss the project's history, including a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other investments being pursued by the project sponsor.

c) Project Location

This section of the application describes the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. The application must also identify if the project is located within an urbanized area, which means an area with a population of 50,000 or more (see 23

⁹ The TRLs are formal metrics that support assessments of the maturity of a technology using a set of standard questions to measure progress of a technology towards maturity.

U.S.C. 101(36)), the application should identify the Urbanized Area.¹⁰ Information under (b) may be used for FHWA internal data tracking.

To the extent possible, FHWA encourages, but is not requiring, applicants to identify the degree to which the project may contribute to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridge service gaps in rural areas, or promotes greater land-use productivity, including main street revitalization or locally-driven density decisions that support equitable commercial and mixed-income residential development.

d) Project Parties

This section of the application provides details about the applicant, and the subrecipient if a State DOT will be serving as a pass-through entity. The details should include the lead applicant's demonstrated experience with receipt and expenditure of Federal-aid highway program funds under Title 23, U.S.C. FHWA will consider the degree of experience as part of the project readiness evaluation. If an application is rated highly under other criteria, but the applicant has no or limited experience with the receipt and expenditure of Federal-aid highway program funds, FHWA may contact the applicant prior to final award selection to discuss technical resources that may be available to assist the applicant in obtaining the capacity and expertise to ensure compliance with all applicable Federal requirements and timely delivery of the project. The application should describe in detail all other public and private parties that would be involved in delivering the project, including a specific description of the role of each entity in delivering the project.

e) Project Outcome Criteria

The applicant should describe how the proposed project meets the Project Outcome Criteria listed in Section E.1 and the Additional Selection Considerations identified in Section E.2, including:

- Identifying the programming document, the project is listed in and demonstrating the project is ready to authorize within 6 months of award.
- Proposing an initial monitoring plan and demonstrating how the effectiveness of the innovation(s) will be determined using performance goals and measures specific to the innovation as related to the project.
- Describing how the proposed project addresses the Administration goals listed in Section A.4 of this NOFO.
 - Safety - Applicants must address how their project provides substantial safety benefits. Prior to receiving funds, all projects are expected to, at a minimum, identify and mitigate to the extent practicable any significant safety risks that could result after the project completion. Applicants should include how their project will not negatively impact the overall safety of the traveling public.
 - Climate Change and Sustainability - Applicants must address how the project will consider climate change and environmental justice in the planning stage and in project delivery. In particular, applicants must address how the project reduces greenhouse gas emissions in the transportation sector, incorporates

¹⁰ For the purposes of this NOFO, FHWA will use the population figures in the Census Bureau's "2020 Census Qualifying Urban Areas and Final Criteria Clarifications" notice (87 FR 80114) to determine if a project is located in an urbanized area.

evidence-based climate resilience measures and features, and reduces the lifecycle greenhouse gas emissions from the project materials. Applicants also must address the extent to which the project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, as well as address disproportionate negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery.

- Equity - Applicants must address how their project will include an equity assessment which evaluates whether a project will create proportional impacts and remove transportation related disparities to all populations in a project area. Applicants should demonstrate how meaningful public engagement will occur throughout a project's life cycle. Applicants should address how project benefits will increase affordable transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, and/or improve access to resources and quality of life. The DOT's Screening Tool for Equity Analysis of Projects (STEAP) is a resource for developing equity assessments.
- Workforce Development, Job Quality, and Wealth Creation - Applicants must address how their project will create good-paying jobs with free and fair choice to join a union; promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeship, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); and change hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. Applicants should address how the project promotes local inclusive economic development and entrepreneurship such as the utilization of DBEs, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.
- Identifying if this award would be the first AID Demonstration grant or not. If not, the applicant should identify all prior AID Demonstration awards and provide a project status for each project. If project is closed out, the applicant should provide status of final report.

f) Project Description Readiness and Environmental Risk

The application should include information that, when considered with the project budget information, is sufficient for FHWA to evaluate whether the project is reasonably expected to begin in a timely manner. To assist FHWA's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks and mitigation strategies, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators.

- Technical Feasibility

The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the

application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed or non-construction services performed. The applicant must demonstrate compliance with Title VI/Civil Rights requirements, to ensure that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex, age, or disability.

- **Project Schedule**
The applicant should include a detailed project schedule that identifies all major project milestones and demonstrates that the project is ready to authorize within 6 months of award. Examples of such milestones include State and local planning approvals (including programming on the Statewide Transportation Improvement Program (STIP), if applicable); start and completion of National Environmental Policy Act (NEPA) or other applicable Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications and estimates; procurement; other necessary State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction, if applicable. The project schedule should be sufficiently detailed to demonstrate that:
 - All necessary activities will be complete to allow AID Demonstration funds to be obligated as indicated in the project schedule in the application;
 - All real property and right-of-way acquisition necessary for the project will be completed in a timely manner in accordance with 49 CFR 24, 23 CFR 710, and other applicable legal requirements or a statement that no such acquisition is necessary. A plan for securing any required right-of-way agreements should be included. If applicable, this section should describe a right-of-way acquisition plan that minimally disrupts communities and maintains community cohesion.
- **Deliverables** – The application shall include a list of deliverables.

Table 6 – Deliverables

Deliverable	Due Date	Section 508 Compliant?
Final Project Schedule	TBD - After Award	Not Required
Data Collection and Implementation Plan	TBD - After Award	Not Required
Semi-Annual Project Progress Report	January 30, July 30	Not Required
Final Project Report (Template available www.fhwa.dot.gov/innovation/grants)	6 months after project completion	Required ¹¹

¹¹ Section 508 requirements are included in NOFO Section F's General Terms and Conditions available online at: www.fhwa.dot.gov/aaa/generaltermsconditions.cfm.

- Project Approvals
 - Environmental Permits and Review—s - The application should demonstrate receipt (or the schedule for anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule in the application, including satisfaction of all Federal, State, and local requirements and completion of any applicable NEPA process. If the final Agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements. This section should also provide:
 - Any information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies, indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a Website link or other reference to copies of any reviews, approvals, and permits prepared.
 - Environmental studies or other documents – preferably through a Website link – that describe in detail known project impacts, and possible mitigation for those impacts.
 - A description of any discussions with FHWA regarding the project’s compliance with NEPA and other applicable Federal environmental reviews and approvals.
 - A description of any public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.
 - State and Local Approvals - The applicant should demonstrate receipt (or the schedule for anticipated receipt) of State and local approvals on which the project depends, such as State and local environmental and planning approvals, and STIP or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.
 - Federal Transportation Requirements Affecting State and Local Planning - The planning requirements¹² applicable to the Federal-aid highway program apply to all AID Demonstration projects. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and

¹² In accordance with 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan (MTP), TIP, and STIP). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming MTP and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a MTP TIP, and/or STIP, it will not receive a grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and metropolitan planning organization. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a grant.

local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. Applicants should provide links or other documentation supporting this consideration.

Because projects have different schedules, the start date for each grant will be specified in the project-specific agreements signed by FHWA and the grant recipients, based on major milestone activities that applicants identify in the application, and consistent with relevant State and local plans.

- Assessment of Project Risks and Mitigation Strategies
 - Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, pushback from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

2) Volume 2 Budget Narrative – Detailed Instructions

The Budget Narrative shall provide a breakdown of all funding sources and amounts (including the Federal and non-Federal share), total AID Demonstration project cost and percentage of total project costs (if part of a larger project); summarize the basis for determining the cost of the innovation in the project and AID Demonstration funding requested; and identify the source of Federal share and non-Federal share.

Grant Funds, Sources and Uses of Project Funds: Project budgets should show how different funding sources will share in each activity and present those data in dollars and percentages. The budget should identify other Federal funds the applicant is applying for or has been awarded, if any, that the applicant intends to use. Funding sources should be grouped into three categories: non-Federal, AID Demonstration, and other Federal with specific amounts from each funding source. If the project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase.

The budget should be detailed enough to demonstrate that the project satisfies the AID Demonstration cost-sharing requirements described in Section C.2 and those associated with each category of other Federal funding. The application should include information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a source of funds is available only after a condition is satisfied, the application should identify

that condition and describe the applicant's control over whether it is satisfied. Similarly, if a source of funds is available for expenditure only during a fixed period, the application should describe that restriction. Complete information about project funds will ensure that FHWA's expectations for award execution align with any funding restrictions unrelated to FHWA, even if an award differs from the applicant's request.

3. Unique Entity Identifier (UEI) and System for Award Management (SAM)

Effective April 4, 2022, the Data Universal Numbering System (DUNS) number has been replaced by the SAM UEI for entities doing business with the Federal Government. Applicants must use a UEI issued during the SAM.gov registration process. Active registrants in SAM.gov have had their SAM UEI automatically assigned and it is currently viewable within SAM.gov; there is no action for registered entities to take at this time to obtain their SAM UEI.

Each applicant is required to:

- a. Be registered in SAM before submitting their application;
- b. Provide a valid UEI in their application; and
- c. Continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by a Federal awarding Agency.

Please see <https://www.Grants.gov/web/grants/applicants/applicant-faqs.html#UEI> for more information on the transition from DUNS to SAM UEI, including what UEI to enter into the UEI field on Grants.gov and on application package forms.

FHWA may not make a Federal award to an applicant until the applicant has complied with all applicable UEI and SAM requirements. If an applicant has not fully complied with the requirements by the time the Federal awarding Agency is ready to make a Federal award, the Federal awarding Agency may determine that the applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another applicant.

4. Submission Dates and Times

Deadlines:

Notices of Intent for FY 2023 must be submitted electronically through Grants.gov no later than 11:59 p.m., Eastern Time, on December 12, 2023.

Applications for FY 2023 must be submitted electronically through Grants.gov no later than 11:59 p.m., Eastern Time on January 23, 2024 (the "application deadline").

Key Dates for FY 2023-2026 are specified in Attachment A – Key Dates posted with this Notice.

Consideration of Applications:

Only applicants who comply with all application submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of deadlines. Applications will not be evaluated, and awards will not be made, until after the application deadline.

Late Applications:

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact by email: Innovation@dot.gov prior to the application deadline with the username of the registrant and details of the technical issue experienced. The applicant must provide:

- a. Details of the technical issue experienced;
- b. Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number";
- c. The "Legal Business Name" on the SF-424;
- d. The Point of Contact name on the SF-424;
- e. The UEI number associated with the application; and
- f. The Grants.gov "Help Desk Tracking Number".

After FHWA reviews all information submitted and contacts the Grants.gov Help Desk to validate reported technical issues, FHWA staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. FHWA will not accept appeals of an FHWA decision to approve or deny a request to accept a late application. If the reported technical issues with Grants.gov cannot be validated, late applications will be rejected as untimely.

To ensure a fair competition for limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its Website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment.

5. Intergovernmental Review

An application under this NOFO is not subject to the State review under E.O. 12372.

6. Funding Restrictions

FHWA will not reimburse any pre-award costs or application preparation costs.

Grant funds may not be used to support or oppose union organizing, whether directly or as an offset for other funds.

7. Other Submission Requirements

a. Scalable Project Options

Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project or a bundled project at the full requested amount. If an applicant advises that a project is scalable, the applicant must provide an appropriate minimum funding amount that will fund an eligible project that achieves the objectives of the program and meets all relevant program requirements. The applicant must provide a clear explanation of how the project budget would be affected by a reduced award. FHWA may award a lesser amount whether or not a scalable option is provided.

b. Submission Location

Applications must be submitted to Grants.gov.

c. Compliance with Section 508 of the Rehabilitation Act of 1973

The DOT encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

SECTION E - APPLICATION REVIEW INFORMATION

To be selected for a grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project as described in Section C. Applications that do not meet these threshold eligibility requirements will not be evaluated under the 1. Project Outcome Criteria and 2. Additional Selection Considerations in this Section E.

1. Project Outcome Criteria

FHWA will award AID Demonstration funds based on the criteria described below. The following criteria are in descending order of importance, where (a), (b), and (c) are most important. Failure to address all Project Outcome Criteria will result in an incomplete submission.

- a. **Project Impact, Monitoring, and Innovation Effectiveness:** The application should explain the scope of impact on the applicant's conventional practice and describe how the innovation will be deployed as a standard practice in the future. The application should describe how the innovation will be applied and monitored, including how the effectiveness of the innovation(s) will be determined using performance goals and measures specific to the innovation in relation to the project.
 - **Highly Qualified:** The application provides a detailed explanation of the scope of the impact on the applicant's conventional practice and how the innovation will be deployed as a standard practice in the future. The application demonstrates a clear understanding of how the innovation should be applied and monitored; and includes detailed information about how the applicant will use performance measures and goals tailored to the innovation to monitor its deployment, including the effectiveness of the innovation.
 - **Qualified:** The application provides a broad explanation of the scope of the impact on the applicant's conventional practice and how the innovation will be deployed as a standard practice in the future. The application identifies performance measures and goals but does not demonstrate a clear understanding of how the innovation should be applied and monitored; and how the applicant will use performance measures and goals tailored to the innovation to monitor its deployment, including the effectiveness of the innovation.
 - **Not Qualified:** The application does not explain the scope of the impact on the applicant's conventional practice or if the innovation will be deployed as a standard practice in the future. The application does not identify how the applicant will monitor the deployment of the innovation. There are no performance measures. The application demonstrates that the applicant does not have a clear understanding of how the innovation should be applied and monitored.
- b. **Project Description & Pilot Deployment:** The application should describe the project, identify overall project goal(s), identify the proposed innovation AID Demonstration funding will be used to deploy, describe the benefits and outcomes of the innovation deployment, indicate that the innovation has a TRL equal to 7 or greater, indicate this would be a pilot deployment by the applicant, and describe how the proposed project addresses one or more of the TIDP Goals. For Project Description & Pilot

Deployment, applications will receive either a Highly Qualified or Not Qualified rating.

- Highly Qualified: The application clearly describes the project, identifies overall project goal(s), identifies the proposed innovation AID Demonstration funding will be used to deploy, describes the benefits and outcomes of the innovation deployment, demonstrates the innovation has a TRL equal to 7 or greater, and indicates this would be a pilot deployment by the applicant. The application describes how the proposed project addresses one or more of the TIDP Goals. The application provides verifiable data to support statements.
 - Not Qualified: Application does not: sufficiently describe the project, overall project goals, or the benefits and outcomes of the innovation deployment; indicate that the innovation has a TRL equal to 7 or greater; indicate this is a pilot deployment; or describe how the proposed project addresses one or more of the TIDP Goals.
- c. Project Readiness: The application should identify what programming document the project is listed in, demonstrate the proposed project will be ready to authorize (obligate the AID Demonstration grant funds) within 6 months of award. The application includes a project schedule with major project milestones that are feasible for the project and demonstrate the ability to complete the project within the identified period of performance. For Project Readiness, applications will receive either a Highly Qualified or Not Qualified rating.
- Highly Qualified: The application includes a detailed project schedule that demonstrates the project will be ready to authorize (obligate the AID Demonstration grant funds) within 6 months of award. The detailed project schedule includes the start and end dates for all major project milestones and reviewers are able to assess the feasibility of the schedule for the project and determine that the project should be completed within the identified period of performance.
 - Not Qualified: The application does not include a schedule with sufficient detail. The application does not provide sufficient information about when the project will be ready to authorize (obligate the AID Demonstration grant funds). The application includes a project schedule but none or only some of the major project milestones are identified and reviewers are not able to assess the feasibility of the schedule and determine that the project will be completed within the identified period of performance.
- d. Administration Goal – Safety: Degree to which the application aligns with the Administration Goal of safety as described in Section A.4 of this NOFO, including providing positive safety benefits for all users; not negatively impacting the safety for all users; and, if applicable, promoting safety through design and a systems approach.
- Highly Qualified – The application demonstrates alignment with the Administration Goal of safety.
 - Not Qualified – The application does not demonstrate alignment with the Administration Goal of safety.
- e. Budget Document Completion: The application should include a Budget Information Form (SF-424A or SF-424C) and a Budget Narrative that provides a breakdown of all funding sources and amounts (including the Federal and non-Federal share), total

AID Demonstration project cost and percentage of total project costs (if part of a larger project); summarizes the basis for determining the cost of the innovation in the project and AID Demonstration funding requested; and identifies the source of Federal share and non-Federal share.

- **Highly Qualified:** The application includes a “Budget Information” Standard Form, and Budget Narrative that provides a detailed breakdown of total project cost, identifies all funding sources and amounts (including the Federal and non-Federal share), and percentage of total project costs (if part of a larger project); summarizes the basis for determining the cost of the innovation in the project and the AID Demonstration funding requested. The Budget Narrative is specific to the costs associated with the deployment of the proposed innovation.
 - **Qualified:** The application includes a “Budget Information” Standard Form and a Budget Narrative. The Budget Narrative provides a breakdown of total project cost, identifies all funding sources and amounts (including the Federal and non-Federal share), and percentage of total project costs (if part of a larger project) or summarize the basis for determining the cost of the innovation in the project and AID Demonstration funding requested.
 - **Not Qualified:** The Budget Information Form or Budget Narrative are not included or incomplete in the application.
- f. **AID Demonstration Projects:** The application must identify if this would be the first AID Demonstration grant to the applicant or sub recipient if award is made. Only for this criterion, “applicant” means a State DOT, the LPA if a State DOT is serving as a pass-through entity, FLMA, or Tribe. If the applicant has received previous awards, the applicant should list all prior AID Demonstration awards, include project status, confirm project closeout (if applicable), and provide a statement on whether the final report for each project was submitted to FHWA within 6 months of project completion. For Past Performance, applications will receive either a Highly Qualified or Not Qualified rating.
- **Highly Qualified:** The application identifies whether the applicant has received a prior AID Demonstration grant or if awarded this will be the first AID Demonstration grant. If the applicant has received an AID Demonstration grant in the past, the application identifies the prior awards, includes the project status, confirms project closeout (if applicable), and provides confirmation that the final report was submitted to FHWA within 6 months of project completion.
 - **Not Qualified:** The application does not identify if this will be a first AID Demonstration grant or if any prior AID Demonstration awards were made. If previous award has been identified, the application does not include the requested information including project status, confirming project closeout (if applicable), and providing confirmation that the final report was submitted to FHWA within 6 months of project completion.

Additional Selection Considerations

After completing the merit review, among projects of similar merit, FHWA will prioritize projects that address the following considerations.

- a. Administration Goals of Equity, Climate Change and Sustainability, and Workforce Development, Job Quality, and Wealth Creation, as described in Section A.4 of this NOFO. Policy priorities for these Administration goals include the following:
- Climate Change and Sustainability: Proposed projects that:
 - Significantly reduce greenhouse gas emissions in the transportation sector;
 - Incorporate evidence-based climate resilience measures or features;
 - Reduce the lifecycle greenhouse gas emissions from the project materials;
 - Address the disproportionate negative environmental impacts of transportation on disadvantaged communities;
 - Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or
 - Address disproportionate negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery.
 - Equity: Proposed projects that:
 - Enable all people within the multimodal transportation networks to reach their desired destination safely, affordably, and with a comparable level of efficiency and ease;
 - Reconnect communities and mitigate neighborhood bifurcation through land bridges, caps, lids, linear parks, investments in walking, biking and rolling assets, and other solutions;
 - Address disproportional impacts of crashes on underserved communities, including individuals with disabilities;
 - Address the unique challenges rural and Tribal communities face related to mobility and economic development, including isolation, transportation cost burden, and traffic safety (pursuant to DOT's Rural Opportunities to Use Transportation for Economic Success initiative); or
 - Conducted or proposed a plan to conduct meaningful public involvement, inclusive of underserved communities throughout the project lifecycle.
 - Workforce Development, Job Quality, and Wealth Creation: Proposed projects that:
 - Include a workforce development component;
 - Include project labor agreements;
 - Describe how the project will expand strong labor standards, including not only compliance with prevailing wage requirements but also non-construction labor provisions that are relevant to the project such as Buy America protections;
 - Commit to registered apprenticeship positions and use apprentices on the funded project, sometimes called an apprenticeship utilization requirement (e.g., requiring that a percentage of all labor hours will be performed by registered apprentices);
 - Demonstrate clear utilization of local and economic hiring preferences that ensure workers on the project come from economically disadvantaged communities;

- Track and publish aggregate workforce data, including information on demonstrating that employment opportunities are available to historically underserved workers in their communities;
 - Identify training programs that are diverse, including pre-apprenticeship and apprenticeship readiness programs, and explain how individuals from these programs are considered for and hired for apprenticeship slots and other jobs on the project; or
 - Include local inclusive economic development and entrepreneurship such as the utilization of DBEs, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.
- b. The use of innovations that have not previously been funded through the AID Demonstration.
- c. This NOFO is a multi-year funding opportunity. The Administration’s goals for FY 2024–2026 will be included in the annual call for applications posted to Grants.gov and will also be available on the AID Demonstration Website <https://www.fhwa.dot.gov/innovation/grants>. Key Dates for FY 2023-2026 are specified in Attachment A – Key Dates posted with this notice.

2. Review and Selection Process

FHWA will evaluate AID Demonstration applications in accordance with the evaluation process discussed below.

FHWA will conduct an application intake and eligibility review by providing an initial eligibility screening based on the criteria in Section C of this NOFO. Only eligible projects from eligible applicants will be evaluated against the Project Outcome Criteria in Section E.1 of this NOFO.

FHWA will establish a Technical Review Team of FHWA employees to review each eligible application. The team will review each application against the Project Outcome Criteria as described in Section E.1 of this NOFO and assign an overall rating of “Highly Qualified,” “Qualified,” or “Not Qualified,” to each application.

- A Highly Qualified project is one that receives a Highly Qualified rating on all Project Outcome Criteria.
- A Qualified project is one that receives a Highly Qualified rating on one or more Project Outcome Criterion and a Qualified rating on the other Project Outcome Criterion, or which receives a Qualified rating on all Project Outcome Criteria.
- A Not Qualified project is one that receives at least one Not Qualified rating on one or more Project Outcome Criterion.

The Technical Review Team will also evaluate each application’s responsiveness to Additional Selection Considerations described in Section E.2.

The overall rating for each project and evaluation of responsiveness to the Additional Selection Considerations will be sent to a Second Level Review Team comprised of FHWA Senior Leadership. The Second Level Review Team may recommend the selection of (1) Highly Qualified projects or (2) Qualified projects that are responsive to one or more of the Additional

Selection Considerations. When recommending a Qualified project over a Highly Qualified project, the Second Level Review Team will consider how well the application addressed the Project Outcome Criteria and the number of criteria rated Highly Qualified. The Second Level Review Team will determine which projects to advance to the FHWA Administrator.

In selecting grants, FHWA will also consider geographic diversity among grant recipients, including a desire to balance the needs and differing contexts of rural and urban communities. For purpose of this NOFO, FHWA will consider an urbanized area with a population of 50,000 or more (see 23 U.S.C. 101(36)) to be urban and all other locations to be rural. FHWA will rely on the population figures in the Census Bureau's "2020 Census Qualifying Urban Areas and Final Criteria Clarifications" notice (87 FR 80114) to determine the population of a proposed project location.

The FHWA Administrator makes final project selections. In selecting projects, the Administrator will consider the Second Level Review Team recommendations, including the responsiveness to the Additional Selection Considerations.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.206. FHWA must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM. An applicant may review information in SAM.gov and comment on any information about itself. FHWA will consider comments by the applicant, in addition to the other information in SAM.gov, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants. FHWA reserves the right to deny an award based on the results of the risk assessment.

SECTION F - FEDERAL AWARD ADMINISTRATION INFORMATION

1. Federal Award Notice

Following the evaluation outlined in Section E, the FHWA Administrator will announce awarded projects by posting a list of selected projects on the AID Demonstration Website <https://www.fhwa.dot.gov/innovation/grants>. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, FHWA will contact the point of contact listed in the SF-424 to initiate negotiation of the project agreement for authorization. If the negotiations do not result in an acceptable submittal, FHWA reserves the right to terminate the negotiation and decline to fund the Applicant. Only the Agreement Officer or other authorized representative can commit FHWA and bind the Federal Government to the expenditure of funds.

Recipients of AID Demonstration grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, FHWA will reimburse AID Demonstration grant funds to recipients only after a project agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted. Unless authorized by FHWA in writing after FHWA's announcement of AID Demonstration awards for the fiscal year, any costs that a recipient incurs before FHWA executes a project agreement for that recipient's project are ineligible for reimbursement and are ineligible match for cost share requirements.

2. Administrative and National 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 200, as adopted by DOT at 2 CFR 1201. Applicable Federal laws, rules, and regulations set forth in Title 23, U.S.C., and Title 23 of the CFR, shall apply to awards provided under this program.

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, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with DOT regulations; and applicable Federal financial assistance and contracting principles promulgated by OMB. 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 FHWA determines that a recipient has failed to comply with applicable Federal requirements, FHWA may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

FHWA will also consider the following national policy considerations:

Critical Infrastructure Security and Resilience: It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against both physical and cyber threats. Each applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks

relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the DOT and the U.S. Department of Homeland Security, will be required to do so before receiving funds for construction, consistent with Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience and the National Security Presidential Improving Cybersecurity for Critical Infrastructure Control Systems.

Domestic Preference Requirements: As expressed in E.O. 14005, *Ensuring the Future Is Made in All of America by All of America's Workers* (86 FR 7475), it is the policy of the executive branch to maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in the United States. The AID Demonstration is an infrastructure program subject to the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927) as well as 23 U.S.C. 313, 23 CFR 635.410, and 2 CFR 200.322. FHWA expects all applicants to comply with that requirement.

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.

Federal Contract Compliance: As a condition of grant award and consistent with E.O. 11246, Equal Employment Opportunity (30 FR 12319, and as amended), all federally assisted contractors are required to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women, in addition to goals that vary based on geography for construction work hours and for work being performed by people of color. Under Section 503 of the Rehabilitation Act and its implementing regulations, affirmative action obligations for certain contractors include an aspirational employment goal of 7 percent workers with disabilities.

The U.S. Department of Labor’s (DOL) Office of Federal Contract Compliance Programs (OFCCP) is charged with enforcing E.O. 11246, Section 503 of the Rehabilitation Act of 1973, and the Vietnam Era Veterans’ Readjustment Assistance Act of 1974. The OFCCP has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action obligations. OFCCP will identify projects that receive an award under this notice and are required to participate in OFCCP’s Mega Construction Project Program from a wide range of federally- assisted projects over which OFCCP has jurisdiction and that have a project cost above \$35 million. Additional information on how OFCCP makes their selections for participation in the Mega Construction Project Program is outlined under “Scheduling” on the DOL Website: <https://www.dol.gov/agencies/ofccp/faqs/construction-compliance>.

Performance and Program Evaluation: As a condition of grant award, grant recipients may be required to participate in an evaluation undertaken by DOT or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. DOT may require applicants to collect data elements to aid the evaluation and/or use information available through other reporting. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor or DOT staff; (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 subrecipients 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 their progress towards meeting an agency priority goal(s). 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 subrecipients 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.” 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).

For grant recipients receiving an award, evaluation costs are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR Part 200).

3. Reporting

The Recipient shall submit all required reports and documents, under transmittal letter referencing the award number, as follows:

Submit an electronic copy to the Program Manager at Fawn.Thompson@dot.gov

a. Progress Reporting on Grant Activities

The Recipient must submit an electronic copy of the SF-425, Federal Financial Report, and SF-425A, Federal Financial Report Attachment (if applicable). The forms must be submitted on or before the 30th of the month following the period being reported (see required reporting periods below). Final forms are due 90 days after the end of the agreement period of performance. These forms may be found by searching using the form numbers at: <https://www.gsa.gov/forms-library/federal-financial-report>.

Reporting periods are defined as:

1st: January – June

2nd: July – December

Reports due on or before:

July 30th

January 30th

The biannual progress report must include the required certification pursuant to 2 CFR 200.415.

The biannual progress reports shall include the following information, submitted as an attachment to the SF-425, Item 12:

- Work performed for the current 6 months;
- Work planned for the upcoming 6 months;
- Description of any problem encountered or anticipated that will affect the completion of the work within the time and fiscal constraints as set forth in the agreement, together with recommended solutions to such problems; or a statement that no problems were encountered; and
- A tabulation, clearly delineated by Federal share, cost share and total, of the current and cumulative costs expended by quarter versus budgeted costs.
- An analysis of the following, if appropriate at the time of the report:
 - Federal, State, or local cost savings resulting from the project;
 - Project delivery time improvements; congestion impacts; and
 - Safety improvements for roadway users or construction workers.

b. Final Project Report

The Grant Recipient must prepare and electronically submit a final SF-425 within 90 days of project completion and the Final Project Report within 6 months after project completion. The Final Project Report should follow the AID Demonstration Final Project Report Template. This document and an instruction guide are available on the AID Demonstration Webpage: www.fhwa.dot.gov/innovation/grants. This report must be Section 508 compliant.

c. Program Evaluation

As a condition of grant award, AID Demonstration grant recipients shall incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure the effectiveness of their projects and strategies. 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). For AID Demonstration grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR 200).

d. Other

FHWA reserves the right to request additional information, if deemed needed, to better understand the status of the project. The successful applicant will provide additional financial reporting beyond the semi-annual reporting if such statements are necessary to address FHWA’s Stewardship and Oversight responsibility of the funds. The successful

applicant also agrees to allow periodic project inspections and FHWA will provide notice for such inspections.

SECTION G - FEDERAL AWARDING AGENCY CONTACTS

For questions concerning this NOFO and the AID Demonstration, please contact:

Fawn Thompson
Program Coordinator
Accelerating Innovation
Office of Innovation and Workforce Solutions
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE.,
Email: innovation@dot.gov

Alternate:

Robin Hobbs
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE.,
Washington, DC 20590
Email: Robin.Hobbs@dot.gov
Phone: (202) 366-4004

SECTION H - OTHER INFORMATION

1. Protection of Confidential Business Information

All information submitted as part of, or in support of, any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application.

For the separate document containing confidential information, the applicant must do the following: (1) State on the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm.

FHWA will protect confidential information complying with these requirements to the extent required under applicable law. If FHWA receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, FHWA will follow the procedures described in regulations at 49 CFR 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under 49 CFR 7.29, will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information

Following the completion of the selection process and announcement of awards, FHWA intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1, FHWA may make application narratives publicly available or share application information within FHWA or with other Federal agencies if FHWA determines that sharing is relevant to the respective program’s objectives.

3. FHWA Feedback on Applications

Following the announcement of award selections, debriefs by AID Demonstration staff are available to applicants not selected for award, to receive information about their AID Demonstration project’s evaluation.

ATTACHMENT A – KEY DATES

This is a multi-year funding opportunity. Key Dates for FYs 2023 - 2026 are as follows:

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION NOFO 693JJ324NF-AIDDP				
FISCAL YEAR 2023				
Competition Year	Issue Date	Notice of Intent Deadline	Application Deadline	Anticipated Award Date
		6 weeks before deadline		
FY 23	October 24, 2023	December 12, 2023	January 23, 2024	April 30, 2024

2023 INFORMATION SESSION: NOVEMBER 20, 2023

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION NOFO 693JJ324NF-AIDDP				
FISCAL YEARS 2024 – 2026				
Competition Year	Announcement Date**	Notice of Intent Deadline	Application Deadline	Anticipated Award Date
	4th Tuesday - February	6 weeks before deadline	4th Tuesday - May	Last business date - August
FY 24*	February 27, 2024	April 16, 2024	May 28, 2024	August 30, 2024
FY 25	February 25, 2025	April 15, 2025	May 27, 2025	August 29, 2025
FY 26	February 24, 2026	April 14, 2026	May 26, 2026	August 28, 2026

2024-2026 INFORMATION SESSION: APPROXIMATELY 2-4 WEEKS AFTER ANNOUNCEMENT DATE

***Leap Year ** Call for Submissions Announcement on the Program Office Website**

TECHNICAL APPLICATION PACKAGE CHECKLIST

TECHNICAL APPLICATION PACKAGE CONTENTS	Page Limits
STANDARD FORMS ☐ Standard Form 424 (Application for Federal Assistance) ☐ Budget Information Form (Non-Construction SF-424A or Construction SF-424C)	none
COVER PAGE AND TABLE OF CONTENTS	none
TECHNICAL APPLICATION PACKAGE ☐ Project Description ☐ Project Location ☐ Project Parties ☐ Project Outcome Criteria ☐ Project Readiness and Environmental Risk	15 Pages
BUDGET NARRATIVE	2 Pages
Additional Supporting Documentation (optional)	10 pages

Note: In the event the applicant submits a Technical Application, Budget Narrative, or Supporting Documentation Package that exceed the established page limitations, the Government will evaluate only the pages that fall within the identified limitation in the NOFO.

ATTACHMENT B - TECHNOLOGY READINESS LEVELS

TECHNOLOGY READINESS LEVELS (TRL)			
Phase	TRL	Description	Questions
Basic Research	1	Basic principles and research	Do basic scientific principles support the concept? Has the technology development methodology or approach been developed?
	2	Application formulated	Are potential system applications identified? Are system components and the user interface at least partly described? Do preliminary analyses or experiments confirm that the application might meet the user need?
	3	Proof of concept	Are system performance metrics established? Is system feasibility fully established? Do experiments or modeling and simulation validate performance predictions of system capability? Does the technology address a need or introduce an innovation in the field of transportation?
Applied Research	4	Components validated in laboratory environment	Are end-user requirements documented? Does a plausible draft integration plan exist, and is component compatibility demonstrated? Were individual components successfully tested in a laboratory environment (a fully controlled test environment where a limited number of critical functions are tested)?
	5	Integrated components demonstrated in a laboratory environment	Are external and internal system interfaces documented? Are target and minimum operational requirements developed? Is component integration demonstrated in a laboratory environment (i.e., fully controlled setting)?
Development	6	Prototype demonstrated in relevant environment	Is the operational environment (i.e., user community, physical environment, and input data characteristics, as appropriate) fully known? Was the prototype tested in a realistic and relevant environment outside the laboratory? Does the prototype satisfy all operational requirements when confronted with realistic problems?
	7	Prototype demonstrated in operational environment	Are available components representative of production components? Is the fully integrated prototype demonstrated in an operational environment (i.e., real-world conditions, including the user community)? Are all interfaces tested individually under stressed and anomalous conditions?

	8	Technology proven in operational environment	Are all system components form, fit, and functionally compatible with each other and with the operational environment? Is the technology proven in an operational environment (i.e., meet target performance measures)? Was a rigorous test and evaluation process completed successfully? Does the technology meet its stated purpose and functionality as designed?
Implementation	9	Technology refined and market ready	Is the technology deployed in its intended operational environment? Is information about the technology disseminated to the user community? Is the technology adopted by the user community? Example: https://www.fhwa.dot.gov/innovation/everydaycounts

ATTACHMENT C – NOTICE OF INTENT DETAIL

The Notice of Intent must contain the following information:

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION NOFO 693JJ324NF-AIDDP NOTICE OF INTENT DETAIL	
PROJECT TITLE	
INNOVATION(S) <i>(List only innovations that grant funding are requested to support)</i>	
GRADUATED INNOVATION? www.fhwa.dot.gov/innovation/grants/graduated.cfm	Yes/No
FUNDING REQUEST AMOUNT <i>(Estimate)</i>	
PAST AID DEMONSTRATION GRANT RECIPIENT	Yes/No
PROJECT SUMMARY <i>(Maximum 2,000 characters)</i>	

List of Graduated Innovations: <https://www.fhwa.dot.gov/innovation/grants/graduated.cfm>

ATTACHMENT D – COVER PAGE

Each application should contain a cover page with the following information:

Accelerated Innovation Deployment Demonstration Cover Page NOFO 693JJ324NF-AIDDP	
Entity Type	TRIBE FLMA STATE DOT SUB RECIPIENT
Organization Name	
Subrecipient Name	
Project Name	
Innovation(s)	<i>(Only list innovation(s) AID Demonstration funding will be used to implement)</i>
Is the innovation listed above an EDC Innovation?	Yes/No
Previously Incurred Project Cost	\$
Future Eligible Project Cost	\$
Total Project Cost	\$
AID Demonstration Funding Request	\$
Total Federal Funding <i>(Including AID Demonstration)</i>	\$
Is the project currently programmed in one of the following? - Transportation Improvement Program - Statewide Transportation Improvement Program - Metropolitan Planning Organization Long Range Transportation Plan - State Long Range Transportation Plan - Tribal Transportation Improvement Program	Yes/No <i>(Specify in which plan(s) the project is currently programmed)</i>
State(s) in which the project is located	
Project Location: <i>(latitude/longitude)</i>	
Congressional District of Project Location	
Has the applicant previously received an AID Demonstration grant(s)?	Yes/No

GUIDELINES FOR EVALUATION OF APPLICATIONS
ACCELERATED INNOVATION DEPLOYMENT (AID) DEMONSTRATION
FISCAL YEARS (FY) 2023-2026
NOFO 693JJ324NF-AIDDP

1. Introduction/Background

The Federal Highway Administration (FHWA) continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58), which provides funding from TIDP under Title 23, United States Code (U.S.C.), Section 503(c), to implement accelerated innovation deployment.

This notice describes the selection criteria, application requirements, and technical evaluation process for AID Demonstration, including expected responsibilities of those reviewing the proposals. FHWA will distribute AID Demonstration funds as described in the Notice of Funding Opportunity (NOFO) and in a manner consistent with the selection criteria. The actual amount available to be awarded under this NOFO will be subject to the availability of funds.

As described in the NOFO 693JJ324NF-AIDDP, the AID Demonstration will accept applications with a deadline of at least 90 days after the NOFO is published. Shortly after the application deadline, the evaluation process described below will begin.

Key Dates for FYs 2023 – 2026 will be specified in Attachment A – Key Dates of the NOFO.

2. AID Demonstration Application Evaluation Overview

The AID Demonstration evaluation and recommendation process consists of the following four phases:

- a. **Application Intake and Eligibility Evaluation:** The Program Manager will conduct an Application Intake and Eligibility Evaluation by providing an initial eligibility screening based on the eligibility criteria in Section C of the NOFO 693JJ324NF-AIDDP. Eligible applications are sent to the Technical Merit Evaluation Team. Incomplete and ineligible applications will not receive further consideration.
- b. **Technical Merit Evaluation:** The Technical Merit Evaluation Team (The Team), made up of FHWA staff, will evaluate all eligible submissions against the merit criteria included in Section E.1 of NOFO 693JJ324NF-AIDDP. The Team will individually evaluate the applications. The Team will then collectively rate applications based on the project outcome criteria. The Team will provide one of the following overall ratings to each project: Highly Qualified, Qualified, or Not Qualified. After assigning a rating, the Team will evaluate the project's responsiveness to the Additional Selection Considerations in Section E.2 of the NOFO. Projects found to be Highly Qualified or Qualified are sent to the Second Level Evaluation Team for consideration.
- c. **Second Level Evaluation Team:** The Second Level Evaluation Team determines which projects to advance to the Administrator as recommended for funding. The Second Level Evaluation Team includes the Associate Administrator, Office of Transportation Workforce Development and Technology Deployment (HIT),

Accelerating Innovation Program Team Director, and the AID Demonstration Project Manager.

- d. Final Project Selection: The FHWA Administrator makes final project selections. In making project selections, the Administrator may consult with any group or team involved in the evaluation of the projects. The final selections will be fully documented.

3. Application Intake and Eligibility Review

The program manager is responsible for:

- a. Application Retrieval: The Program Manager will retrieve all application packages from Grants.gov. and check Innovation@dot.gov for any entity that identified application submission challenges.
- b. Late Applications: Applications must be submitted to Grants.gov by the deadline identified in the NOFO. The Program Manager will determine whether it is suitable to accept a late application submission.
 - If a potential applicant identifies there were submission issues due to the Grants.gov technical issues (i.e., system down or unavailable) and is able to demonstrate a submission attempt, the Program Manager will need to investigate the claim. If there is a known outage, the Program Manager will identify steps for application submission. If there are other technical issues identified by the applicant, the Program Manager will contact the DOT Grants.gov Program Advisor, Judy Ceresa (Senior Program Advisor) to check the claim and mitigate the issue accordingly. Late Applications will only be accepted if the system is the cause of the issue.
 - Note: Late Registration, User Error, Submission Rights or the like are not adequate reasons for Late Application acceptance. Applicants are encouraged to register on Grants.gov in advance of the submission deadline and to sign up to receive notifications of updates/amendments to this NOFO. Applicants are encouraged to register early as approval of Grants.gov registration may take 2-4 weeks.
- c. Conducting Eligibility Determinations: The Program Manager will first screen all application packages and the contents received by the due date to determine if the application meets the eligibility requirements specified in the NOFO:
 - Eligible Applicant.
 - Required Cost Share or Match is listed on SF-424.
 - Project is eligible for assistance under Title 23, U.S.C.
 - Project meets one or more of the TIDP Goals.
 - Project is a Pilot of a proven transportation innovation for the applicant.
 - Proposed Innovation has a Technology Readiness Level (TRL) of 7 or greater.

In addition to the eligibility criteria under Section C of the NOFO, the Program Manager reviews the application to ensure the application package is complete and includes the following:

- SF-424 Application for Federal Assistance
- SF-424A or SF-424C, Budget Information Form

- Cover Page
- Technical Application
- Budget Application

Documentation: If any applications are deemed ineligible, the Program Manager will fully document the reasons for rejecting the application and rate the application as “Not Qualified.” A project must meet all eligibility criteria to be considered eligible. Only eligible applications will be advanced to the Technical Evaluation Team. Applicants submitting incomplete or ineligible applications will be notified of eligibility determination when the evaluation process is completed, and award announcement is made.

4. Technical Evaluation

The Technical Evaluation Team will consist of FHWA technical experts. The Program Manager will schedule an introductory meeting to discuss the expected action dates and evaluation factors and review the guidance and rating forms that will be used.

The Technical Evaluation Team will be responsible for:

- Filling out Technical Evaluation Sheets: Technical Evaluation Team members will document their individual assessment of eligible applications by completing a Technical Evaluation Sheet for each applicant. Technical Evaluation Sheets will include:
 - Application identification information.
 - Ratings for each project selection criterion identified in Section E.1 of the NOFO.
 - An overall rating including narrative justification of the rating for the project that addresses each of the project selection criteria; and
 - Narrative of how the project and application address the Additional Selection Considerations in Section E.2 of the NOFO.

The Program Manager is responsible for coordinating and managing the Technical Evaluation Team’s review process. The Program Manager will facilitate a meeting with other team members to produce a consolidated Technical Evaluation spreadsheet for the Second Level Evaluation.

- Evaluation of the Project Selection Criteria: The table below provides rating guidance to the members of the Technical Evaluation Team to assist and inform their respective project assessments. One rating will be assigned to each proposal, with consideration of all the criteria.

SECTION E - EVALUATION CRITERIA	
Criteria Description	Rating Guide
a. Project Impact, Monitoring, and Innovation Effectiveness: The application should explain the scope of impact on the applicant's conventional practice and describe how the innovation will be deployed as a standard practice in the future. The application should describe how the innovation will be applied and monitored, including how the effectiveness of the innovation(s) will be determined using performance goals and measures specific to the innovation in relation to the project.	Highly Qualified: The application provides a detailed explanation of the scope of the impact on the applicant's conventional practice and how the innovation will be deployed as a standard practice in the future. The application demonstrates a clear understanding of how the innovation should be applied and monitored; and includes detailed information about how the applicant will use performance measures and goals tailored to the innovation to monitor its deployment, including the effectiveness of the innovation.
	Qualified: The application provides a broad explanation of the scope of the impact on the applicant's conventional practice and how the innovation will be deployed as a standard practice in the future. The application identifies performance measures and goals but does not demonstrate a clear understanding of how the innovation should be applied and monitored; and how the applicant will use performance measures and goals tailored to the innovation to monitor its deployment, including the effectiveness of the innovation.
	Not Qualified: The application does not explain the scope of the impact on the applicant's conventional practice or if the innovation will be deployed as a standard practice in the future. The application does not identify how the applicant will monitor the deployment of the innovation. There are no performance measures. The application demonstrates that the applicant does not have a clear understanding of how the innovation should be applied and monitored.
b. Project Description and Pilot Deployment: The application should describe the project, identify overall project goal(s), identify the proposed innovation AID Demonstration funding will be used to deploy, describe the benefits and outcomes of the innovation deployment, indicate	Highly Qualified: The application clearly describes the project, identifies overall project goal(s), identifies the proposed innovation AID Demonstration funding will be used to deploy, describes the benefits and outcomes of the innovation deployment, demonstrates the innovation has a TRL equal to 7 or greater, and indicates this would be a pilot deployment by the applicant. The application describes how the proposed project addresses one or

that the innovation has a TRL equal to 7 or greater, indicate this would be a pilot deployment by the applicant, and describe how the proposed project addresses one or more of the TIDP Goals. For Project Description and Pilot Deployment, applications will receive either a Highly Qualified or Not Qualified rating.	more of the TIDP goals. The application provides verifiable data to support statements. Not Qualified: Application does not: sufficiently describe the project, overall project goals, or the benefits and outcomes of the innovation deployment; indicate that the innovation has a TRL equal to 7 or greater; indicate this is a pilot deployment; or describe how the proposed project addresses one or more of the TIDP goals.
c. Project Readiness: The application should identify what programming document the project is listed in, demonstrate the proposed project will be ready to authorize (obligate the AID Demonstration grant funds) within 6 months of award. The application includes a project schedule with major project milestones that are feasible for the project and demonstrate the ability to complete the project within the identified period of performance. For Project Readiness, applications will receive either a Highly Qualified or Not Qualified rating.	Highly Qualified: The application includes a detailed project schedule that demonstrates the project will be ready to authorize (obligate the AID Demonstration grant funds) within 6 months of award. The detailed project schedule includes the start and end dates for all major project milestones and reviewers are able to assess the feasibility of the schedule for the project and determine that the project should be completed within the identified period of performance. Not Qualified: The application does not include a schedule with sufficient detail. The application does not provide sufficient information about when the project will be ready to authorize (obligate the AID Demonstration grant funds). The application includes a project schedule but none or only some of the major project milestones are identified and reviewers are not able to assess the feasibility of the schedule and determine that the project will be completed within the identified period of performance.
d. Administration Goal: Safety - Degree to which the application aligns with the Administration Goal of safety as described in Section A.4 of this NOFO, including providing positive safety benefits for all users; not negatively impacting the safety for all users; and, if applicable, promoting safety through design and a systems approach. For Safety, applications will receive either a Highly Qualified or Not Qualified rating	Highly Qualified – The application demonstrates alignment with the Administration’s Goal of safety. Not Qualified - The application does not demonstrate alignment with the Administration’s Goal of safety.

e. Budget Documents Completion: The application should include a Budget Information Form (SF-424A or SF-424C) and a Budget Narrative that provides a breakdown of all funding sources and amounts (including the Federal and non-Federal share), total AID Demonstration project cost and percentage of total project costs (if part of a larger project); summarizes the basis for determining the cost of the innovation in the project and AID Demonstration funding requested; and identifies the source of Federal share and non-Federal share.	Highly Qualified: The application includes a “Budget Information” Standard Form, and Budget Narrative that provides a detailed breakdown of total project cost, identifies all funding sources and amounts (including the Federal and non-Federal share), and percentage of total project costs (if part of a larger project); summarizes the basis for determining the cost of the innovation in the project and the AID Demonstration funding requested. The Budget Narrative is specific to the costs associated with the deployment of the proposed innovation Qualified: The application includes a “Budget Information” Standard Form and a Budget Narrative. The Budget Narrative provides a breakdown of total project cost, identifies all funding sources and amounts (including the Federal and non-Federal share), and percentage of total project costs (if part of a larger project) or summarize the basis for determining the cost of the innovation in the project and AID Demonstration funding requested. Not Qualified: The Budget Information Form or Budget Narrative are not included or incomplete in the application.
f. AID Demonstration Projects: The application must identify if this would be the first AID Demonstration grant to the applicant or sub recipient if award is made. Only for this criterion, “applicant” means a State department of transportation (State DOT), the Local Public Agency if a State DOT is serving as a pass-through entity, Federal Land Management Agencies (FMLA), or Tribe. If the applicant has received previous awards, the applicant should identify all prior AID Demonstration awards, include project status, confirm project closeout (if applicable), and provide a statement on whether the final report for each project was submitted to FHWA within 6 months of project	Highly Qualified: The application identifies whether the applicant has received a prior AID Demonstration grant or if awarded this will be the first AID Demonstration grant. If the applicant has received an AID Demonstration grant in the past, the application identifies the prior awards, includes the project status, confirms project closeout (if applicable), and provides confirmation that the final report was submitted to FHWA within 6 months of project completion. Not Qualified: The application does not identify if this will be the first AID Demonstration grant or if any prior AID Demonstration awards were made. If previous award has been identified, the application does not include the requested information including project status, confirming project closeout (if applicable), and providing confirmation that the final report was submitted to FHWA within 6 months of project completion.

completion. For Past Performance, applications will receive either a Highly Qualified or Not Qualified rating.	
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After completing the merit review, among projects of similar merit, FHWA will prioritize projects that address the following considerations.

Additional Selection Considerations	
a. Climate Change and Sustainability	The application: ☐ Demonstrates significant reduction of greenhouse gas emissions in the transportation sector; or ☐ Incorporates evidence-based climate resilience measures or features; or ☐ Reduces the lifecycle greenhouse gas emissions from the project materials; or ☐ Addresses the disproportionate negative environmental impacts of transportation on disadvantaged communities; or ☐ Avoids adverse environmental impacts to air or water quality, wetlands, and endangered species; or ☐ Addresses disproportionate negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery.
b. Equity	The application addresses one or more of the following: ☐ Enable all people within the multimodal transportation networks to reach their desired destination safely, affordably, and with a comparable level of efficiency and ease; ☐ Reconnect communities and mitigating neighborhood bifurcation through land bridges, caps, lids, linear parks, investments in walking, biking and rolling assets, and other solutions; ☐ Address disproportional impacts of crashes on underserved communities, including individuals with disabilities; ☐ Address the unique challenges rural and Tribal communities face related to mobility and economic

	development, including isolation, transportation cost burden, and traffic safety (pursuant to DOT's Rural Opportunities to Use Transportation for Economic Success initiative); or ☐ Conducted or propose a plan to conduct meaningful public involvement, inclusive of underserved communities throughout the project lifecycle.
c. Workforce Development, Job Quality, and Wealth Creation	The application addresses one or more of the following: ☐ Include a workforce development component ☐ Include project labor agreements; ☐ Commit to registered apprenticeship positions and use apprentices on the funded project, sometimes called an apprenticeship utilization requirement (e.g., requiring that a percentage of all labor hours will be performed by registered apprentices); ☐ Demonstrate clear utilization of local and economic hiring preferences that ensure workers on the project come from economically disadvantaged communities; ☐ Track and publish aggregate workforce data, including information on demonstrating that employment opportunities are available to historically underserved workers in their communities; ☐ Identify training programs that are diverse, including pre-apprenticeship and apprenticeship readiness programs, and explain how individuals from these programs are considered for and hired for apprenticeship slots and other jobs on the project; or ☐ Include Local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

The Team will provide one of the following overall ratings to each project: Highly Qualified, Qualified, or Not Qualified.

- a. A Highly Qualified project is one that receives a Highly Qualified rating on all Project Outcome Criteria.

- b. A Qualified project is one that receives a Highly Qualified rating on one or more Project Outcome Criterion and a Qualified rating on the other Project Outcome Criterion, or which receives a Qualified rating on all Project Outcome Criteria.
- c. A Not Qualified project is one that receives at least one Not Qualified rating on one or more Project Outcome Criterion.

The Team ratings will be entered into a spreadsheet for review by the Second Level Evaluation Team. The spreadsheet, organized alphabetically by State name, consists of the following columns:

- State Name: Includes State where project is located
- Applicant: Name of applicant (State DOT, FLMA, or Tribal government) and sub-recipient (if applicable)
- Project Name and Description: Short narrative describing the project including the types of activities to be funded with the AID Demonstration grant.
- Overall Rating: Highly Qualified, Qualified, or Not Qualified
- Basis for Rating: The basis for rating must explain why the project received the assigned rating. Each basis for rating must be tailored to each project. It must explain how the application addressed each of the project selection criteria.
- Requested Funding Amount: Amount of AID Demonstration grant funding requested in the application.
- Proposed Funding Amount: Amount of AID Demonstration grant funding recommended by the Technical Evaluation Team and reason for the amount or enter “Fully Funded,” which requires no explanation.
- Evaluation of Additional Selection Considerations: A brief narrative describing how the project would support the Additional Selection Considerations in Section E.2 of the NOFO.

5. Second Level Evaluation

The Second Level Evaluation Team includes the Associate Administrator, HIT, Accelerating Innovation Program Team Director, and the AID Demonstration Program Manager.

The Second Level Evaluation Team will review the Technical Evaluation spreadsheet to determine which projects to advance as recommended for funding.

In selecting grants, FHWA will also consider geographic diversity among grant recipients, including a desire to balance the needs and differing contexts of rural and urban communities. For purpose of this NOFO, FHWA will consider an urbanized area with a population of 50,000 or more (see 23 U.S.C. 101(36)) to be urban and all other locations to be rural. FHWA will rely on the population figures in the Census Bureau’s “2020 Census Qualifying Urban Areas and Final Criteria Clarifications” notice (87 FR 80114) to determine the population of a proposed project location.¹³

¹³ Note that starting with the 2020 Census, the Census Bureau no longer designates “urbanized areas” as referenced in 23 U.S.C. 101(36). For the purposes of this NOFO, the dividing line between urban and rural areas is a

Although unusual, the Second Level Evaluation Team may change the rating recommended by the Technical Evaluation Team. Any changes will be documented in a Second Level Evaluation spreadsheet.

The Second Level Evaluation Team will recommend for funding as many projects rated as Highly Qualified as possible. If additional funding is available, the Second Level Evaluation Team will recommend applications rated as Qualified for funding until all available funding is identified for grant awards. The Second Level Evaluation Team may also opt to recommend partial funding of independent components of some applications. The Second Level Evaluation Team will recommend Qualified applications for funding by considering how well the project outcome criteria were addressed (number of criteria rated Highly Qualified), any leveraged funding, and the Additional Selection Considerations.

After consideration of the project selection criteria, the Second Level Evaluation Team may take into account the application's responsiveness to the Additional Selection Considerations. The Second Level Evaluation Team will make final recommendations to the FHWA Administrator.

6. Award Selection

The Second Level Evaluation Team will forward a recommendation package to the FHWA Administrator. After consideration of the project selection criteria, the FHWA Administrator may take into account the application's responsiveness to the Additional Selection Considerations. The final funding decisions will be made by the FHWA Administrator.

7. Post-award

After the Administrator provides final approval of awards, FHWA notifies the Office of the Secretary and completes Congressional Notification process, the selected applicants will be notified.

Project applications that did not receive an award will not be rolled over into a new competition period. Applicants will need to re-submit an application during a subsequent grant cycle.

Applicants may request a debrief phone call. No written material from the evaluation process will be released to applicants as part of the debrief.

population of 50,000. The Federal Register notice cited provides official population figures for all potential urban areas with a population of 50,000 or more.

ATTACHMENT A – KEY DATES

This is a multi-year funding opportunity. Key Dates for FYs 2023 - 2026 are as follows:

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION NOFO 693JJ324NF-AIDDP				
FISCAL YEAR 2023				
Competition Year	Issue Date	Notice of Intent Deadline	Application Deadline	Anticipated Award Date
		6 weeks before deadline		
FY 23	October 24, 2023	December 12, 2023	January 23, 2024	April 30, 2024

2023 INFORMATION SESSION: NOVEMBER 20, 2023

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION NOFO 693JJ324NF-AIDDP				
FISCAL YEARS 2024 – 2026				
Competition Year	Announcement Date**	Notice of Intent Deadline	Application Deadline	Anticipated Award Date
	4th Tuesday - February	6 weeks before deadline	4th Tuesday - May	Last business date - August
FY 24*	February 27, 2024	April 16, 2024	May 28, 2024	August 30, 2024
FY 25	February 25, 2025	April 15, 2025	May 27, 2025	August 29, 2025
FY 26	February 24, 2026	April 14, 2026	May 26, 2026	August 28, 2026

2024-2026 INFORMATION SESSION: APPROXIMATELY 2-4 WEEKS AFTER ANNOUNCEMENT DATE

***Leap Year ** Call for Submissions Announcement on the Program Office Website**

TECHNICAL APPLICATION PACKAGE CHECKLIST

TECHNICAL APPLICATION PACKAGE CONTENTS	Page Limits
STANDARD FORMS ☐ Standard Form 424 (Application for Federal Assistance) ☐ Budget Information Form (Non-Construction SF-424A or Construction SF-424C)	none
COVER PAGE	none
TECHNICAL APPLICATION ☐ Table of Contents ☐ Technical Application ☐ Project Location ☐ Project Parties ☐ Project Outcome Criteria ☐ Project Readiness and Environmental Risk	15 Pages
BUDGET NARRATIVE	2 Pages
Supporting Documentation (optional)	10 pages

Note: In the event the applicant submits a Technical Application, Budget Narrative, or Additional Supporting Documentation that exceed the established page limitations, the Government will evaluate only the pages that fall within the identified limitation in the NOFO.

ATTACHMENT B - TECHNOLOGY READINESS LEVELS

TECHNOLOGY READINESS LEVELS (TRL)			
Phase	T R L	Description	Questions
Basic Research	1	Basic principles and research	Do basic scientific principles support the concept? Has the technology development methodology or approach been developed?
	2	Application formulated	Are potential system applications identified? Are system components and the user interface at least partly described? Do preliminary analyses or experiments confirm that the application might meet the user need?
	3	Proof of concept	Are system performance metrics established? Is system feasibility fully established? Do experiments or modeling and simulation validate performance predictions of system capability? Does the technology address a need or introduce an innovation in the field of transportation?
Applied Research	4	Components validated in laboratory environment	Are end-user requirements documented? Does a plausible draft integration plan exist, and is component compatibility demonstrated? Were individual components successfully tested in a laboratory environment (a fully controlled test environment where a limited number of critical functions are tested)?
	5	Integrated components demonstrated in a laboratory environment	Are external and internal system interfaces documented? Are target and minimum operational requirements developed? Is component integration demonstrated in a laboratory environment (i.e., fully controlled setting)?
Development	6	Prototype demonstrated in relevant environment	Is the operational environment (i.e., user community, physical environment, and input data characteristics, as appropriate) fully known? Was the prototype tested in a realistic and relevant environment outside the laboratory? Does the prototype satisfy all operational requirements when confronted with realistic problems?
		Prototype demonstrated in operational environment	Are available components representative of production components? Is the fully integrated prototype demonstrated in an operational environment (i.e., real-world conditions, including the user community)? Are all interfaces tested individually under stressed and anomalous conditions?

	8	Technology proven in operational environment	Are all system components form, fit, and functionally compatible with each other and with the operational environment? Is the technology proven in an operational environment (i.e., meet target performance measures)? Was a rigorous test and evaluation process completed successfully? Does the technology meet its stated purpose and functionality as designed?
Implementation	9	Technology refined and market ready	Is the technology deployed in its intended operational environment? Is information about the technology disseminated to the user community? Is the technology adopted by the user community? Example: https://www.fhwa.dot.gov/innovation/everydaycounts

ATTACHMENT C - NOTICE OF INTENT DETAIL

The Notice of Intent must contain the following information:

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION NOFO 693JJ324NF-AIDDP NOTICE OF INTENT DETAIL	
PROJECT TITLE	
INNOVATION(S) <i>(List only innovations that grant funding are requested to support)</i>	
GRADUATED INNOVATION? www.fhwa.dot.gov/innovation/grants/graduate d.cfm	Yes/No
FUNDING REQUEST AMOUNT <i>(Estimate)</i>	
PAST AID DEMONSTRATION GRANT RECIPIENT	Yes/No
PROJECT SUMMARY <i>(Maximum 2000 characters)</i>	

List of Graduated Innovations: <https://www.fhwa.dot.gov/innovation/grants/graduated.cfm>

ATTACHMENT D – COVER PAGE

Each application should contain a cover page with the following information:

ACCELERATED INNOVATION DEPLOYMENT DEMONSTRATION COVER PAGE NOFO 693JJ324NF-AIDDP	
Entity Type	TRIBE FLMA STATE DOT SUB RECIPIENT
Organization Name	
Subrecipient Name	
Project Name	
Innovation(s)	<i>(Only list innovation(s) AID Demonstration funding will be used to implement)</i>
Is the innovation listed above an EDC Innovation?	Yes/No
Previously Incurred Project Cost	\$
Future Eligible Project Cost	\$
Total Project Cost	\$
AID Demonstration Funding Request	\$
Total Federal Funding <i>(Including AID Demonstration)</i>	\$
Is the project currently programmed in one of the following? ☐ Transportation Improvement Program ☐ Statewide Transportation Improvement Program ☐ Metropolitan Planning Organization Long Range Transportation Plan ☐ State Long Range Transportation Plan ☐ Tribal Transportation Improvement Program	Yes/No <i>(Specify in which plan(s) the project is currently programmed)</i>
State(s) in which the project is located	
Project Location: <i>(latitude/longitude)</i>	
Congressional District of Project Location	
Has the applicant previously received an AID Demonstration grant(s)?	Yes/No