1) **About Participating Sites:** Are Applicants expected to have selected and secured cooperation from all/some of the proposed community/state sites at the time of application? Alternatively, would NHTSA prefer to work with the awardee in identifying sites and securing cooperation?

NHTSA Response:
The Applicant may include information about intended or already secured cooperation with proposed community/states sites in its application. NHTSA can also work with the Recipient to assist in identifying demonstration sites after award. Either, or a combination of both approaches is acceptable.

2) **About Activities' Integration:** Is NHTSA's expectation that the development of the LEL program be used to facilitate the three enforcement demonstration programs, or would NHTSA consider funding applications where the site(s) for developing a state LEL program is distinct from the sites where the enforcement demonstrations are conducted? In other words, can Activity 3 *(Demonstrate and Assess State LEL programs)* be conducted independently from the enforcement demonstrations (Activities 4, 5 and 6)?

NHTSA Response:
The activities can be implemented in either configuration. There may be opportunity to both carry out Activity 3 and/or Activities 4, 5 and 6 concurrently or independently.

3) Since the NOFO calls for each activity to include a demonstration project, does NHTSA expect the award recipient to use a portion of the $5.57M in funds to provide a stipend(s) or grant(s) to the state(s) and and/or law enforcement agencies participating in the activity demonstration projects?

NHTSA Response:
The Recipient shall be expected to use the funds in any manner appropriate to carry out the required activities. This may include offering "stipend(s) or grant(s) to the demonstration sites. However, it is not required.

4) Activity 6 calls for the award recipient to "identify and develop innovative approaches to established methods of combatting impaired driving" that "do not include program development, training, certification and program management activities." Please explain how the former can be done without "development, training and management" as these are essential for ensuring the proposed strategy is implemented as planned, which is essential for program fidelity and evaluation for program success.

NHTSA Response:
NHTSA will revise section Activity 6: Identify and Demonstrate Innovative Impaired Driving Enforcement Strategies to remove "program management activities" from paragraph two (2).

A non-exhaustive list of strategies to carry out this Activity is included in the description. The focus of

the activity is to develop, demonstrate and implement State/community programs that are not limited to training law enforcement officers in impaired driving enforcement.

5) How does NHTSA define "effectively coordinate traffic safety countermeasures" as required under Activity 3?

NHTSA Response:
Taken in the context of the requirement, "effectively" refers to the ability of the LEL to achieve the desired result of coordinating with law enforcement agencies to participate in equitable traffic enforcement activities in the State and its communities. Impediments to effectiveness can include, but are not limited to, geographic, hierarchical, political, capacity constraints, level of interest, access, etc.

6) NHTSA has supported the National Law Enforcement Liaison Program since 2012. Will the agency continue to support the NLELP including the infrastructure (i.e., website, social media, resources) that was built to formalize and grow the network? Does this NOFO assume maintenance of that existing NLELP infrastructure in addition to Activities 1-8 described on pages 9-12described on?

NHTSA Response:
The Recipient is required to submit a Project Plan – that includes a detailed work breakdown structure (WBS) that is aligned to the project's goals and objectives; a detailed, step-by-step approach for achieving the specific activities described. The Recipient can include an NLELP or similar infrastructure, if it complies with and carries out the requirements described in the NOFO.

7) Will the funds be distributed through the Governor's Highway Safety Office or will they be directly between NHTSA and the awarded agency?

NHTSA Response:
NHTSA will award one (1) Cooperative Agreement to one (1) Recipient, the Recipient may have sub-recipients. The Recipients Technical Application will provide the details on how the Recipient will accomplish the Goals, Objectives and Activities of this project.

8) We just want to make sure we understand that only one (1) award will be given for the full $5,572,961.00 and it won't be split between agencies? And the agency awarded will need to work with other states with regard to this project?

NHTSA Response:
NHTSA will award one (1) Cooperative Agreement to one (1) Recipient, the Recipient may have sub-recipients. The award will be made based on a technical and cost evaluation on how the Applicant will accomplish the Goals, Objectives, and Activities in this Notice of Funding Opportunity (NOFO)

9) Are state Governor's Highway Safety Offices eligible to submit for this award and, if so, will other agencies still be considered if they are not a Highway Safety Office but already work closely with the Highway Safety Office?

NHTSA Response:
All agencies and organizations that meet the Eligibility Information, Section C and that have a unique identifier in its application (DUNS Number) and are registered in SAM.gov. This NOFO is not limited to any type of applicant or type of applicant except as noted in Section C of this NOFO.

10) **About Reporting Past Performance.** On p 19 (bottom), the NOFO states that applications need to include *'at least two (2) recent projects*' relevant to Past performance. On page 20 (2nd full paragraph) the NOFO again states the requirement of past performance information from two (2) Clients. But further in the paragraph it states "…Past Performance Questionnaire, shall be used for the three (3) recent projects…" In other words, how many Past Performance projects information (up to and or max) and within what time frame (i.e., within last 3 years) are required to be compliant with the requirements in this NOFO?

NHTSA Response:
NHTSA will revise paragraph D.2 Content and Form of Application Submission, Factor 3: Corporate Experience/Past Performance.