



NHTSA

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Innovative Traffic Safety Enforcement Grant Program Pre-Application Webinar

Please Stand By - This Webinar will begin shortly

August 7, 2026

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Basic Information

Federal Agency:	National Highway Traffic Safety Administration
Funding Title:	Innovative Traffic Safety Enforcement Grant Program
Funding Type:	Discretionary Grant Program
Anticipated Total Available Funding:	\$20,000,000
Anticipated Number of Awards:	8 to 15
Anticipated Award Amount:	\$500,000 - \$2,000,000
Length of Project:	Up to 5 years
Submission Period Phase 1:	August 3, 2026 - September 3, 2026
Phase 2:	NHTSA will evaluate applications submitted no later than March 1, 2027
Phase 3:	NHTSA will evaluate applications submitted no later than September 1, 2027
Cost Sharing/Match Required:	No

Funding Details

- Each Phase is subject to the availability of funds.
- NHTSA anticipates issuing awards until all available funds are obligated but reserves the right to close an application period at its discretion at any time.
- NHTSA will post a notice on [Grants.gov](https://www.grants.gov) if funds are no longer available.
- The total number of awards made by NHTSA and amount of funds provided to each Recipient will depend on the depth and quality of the applications submitted for consideration and the availability of funding.

Funding Details

- Submission is not guarantee of award.
- NHTSA reserves the discretion to alter minimum and maximum award sizes upon receiving the full pool of applications received.
- This NOFO does not commit NHTSA to make any award(s).
- NHTSA reserves the right to issue a new notice of funding opportunity, if necessary.
- All activities proposed in applications and budgets must align with:
 - Current Executive Orders (EOs)
 - NHTSA Strategic Priorities

Program Purpose

- **This funding opportunity seeks to support applicants who can:**

Develop, demonstrate and evaluate new, innovative traffic safety enforcement projects or innovative enhancements to existing countermeasures that address risky driving behaviors.

- **Focus areas for this project are:**

- Drug impaired driving;
- Alcohol impaired driving;
- Speeding;
- Aggressive driving;
- Occupant protection;
- Distracted driving; and
- Careless and negligent driving (especially around Work Zones, Commercial Motor Vehicles, School Zones, and congested areas)

Program Purpose

The program's objectives are to:

- Develop innovative traffic safety enforcement programs that demonstrate effectiveness by reducing the number of motor vehicle crashes due to one or more of the subject risky driving behaviors; and
- Ensure the traffic safety enforcement programs are repeatable and scalable for use by law enforcement throughout the United States.

Program Purpose

NHTSA seeks research & development, demonstration, training & education, traffic safety enforcement programs with potential to reduce crashes, injuries, and fatalities.

NHTSA does not have specific projects in mind. Examples of innovative research or demonstration projects of interest to the Government include, but are not limited to:

- Data driven traffic enforcement operational models using spatial and temporal analytics to deploy traffic enforcement resources.
- Training and education for law enforcement.
- Community-based traffic enforcement initiatives (e.g. public/private partnerships to incentive positive driving behavior).
- Data driven enforcement efforts (e.g., effectiveness, technologies, including in-vehicle technologies, to reduce risky driving behaviors).

Program Purpose

NHTSA encourages the use of *Countermeasures That Work (CMTW)*

- Identify baseline noteworthy and proven practices.
- Develop new promising practices that have an evidence-based foundation and may lead to the development of new, innovative countermeasures, or innovative enhancements to existing countermeasures.

CMTW includes models such as:

- High-Visibility Enforcement (HVE) model, which combines an increase in law enforcement presence with public awareness campaigns.
- Information on the use of other law enforcement efforts such as publicized checkpoints, alcohol measurement devices, and speed safety camera enforcement.

Additional Information

NHTSA envisions that proposed projects may include the use of artificial intelligence to enhance traffic enforcement effectiveness which may include leveraging artificial intelligence (AI) to research actionable traffic safety enforcement strategies, conduct predictive analytics and risk modeling to augment traffic enforcement resources, optimize strategic planning and operationalize deployment of countermeasures. If using AI related practices in any capacity, applicants should clearly and concisely describe all potential uses of AI.

Eligibility Requirements

Eligible Applicants

- State or local agency
- Authority
- Association
- Educational institutions
- Nonprofit organizations

Eligible applicants must demonstrate their infrastructure is in place, as well as the necessary staff and support to carry out the responsibilities of administering, coordinating, and implementing the activities of this NOFO.

Performance Measurement Information

Applications must include:

- Performance metrics to substantiate project efforts.
- Science-based evaluation design (e.g., formative, process, impact, or outcome measures).

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and within 120 days after the end of the period of performance
Safety Performance	Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users involved (e.g., pedestrians, bicyclists, motorcyclists, passenger vehicle occupant, commercial vehicle occupant)	Annually and within 120 days after the end of the period of performance

Performance Measurement Continued

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance
Outcomes and Benefits	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

Application Contents & Format

Summary of Application Contents

Applicants Must Submit	Section in NOFO	Page Limits
1. Cover Page	<u>IV. Application Contents and Format - p.12</u>	1-page
2. Application Narrative	<u>IV. Application Contents and Format - p.12</u>	20-pages
Applicant Background	Section <u>IV.A.2.b.1</u>	
Project plan	Section <u>IV.A.2.b.2</u>	
Budget plan	Section <u>IV.A.2.b.3</u>	
3. Required Submissions Attachments	<u>IV. Application Contents and Format - p.15</u>	
a. Application for Federal Assistance SF424	<u>IV. Application Contents and Format - p.15</u>	
b. Part 32 Certified Statement	<u>IV. Application Contents and Format - p.15</u>	
c. Part 20 Certified Statement	<u>IV. Application Contents and Format - p.15</u>	

Application Contents and Format

Summary of Project Requirements

Section	Section Explained
Applicant Background	See Section IV.A.2.b.1
Project plan	See Section IV.A.2.b.2
Budget plan	See Section IV.A.2.b.3

Narrative Content Requirements

Technical Approach and Understanding

- **Background:** Identifies the ability to understand and meet the goals of the project.
- **Purpose:** Clearly identifies how the strategy advances the goals and objectives of the project.
- **Project Plan:**
 - Detailed schedule that addresses implementation activities;
 - Staffing plan including labor categories, individual titles/roles, specific project tasks or responsibilities, levels of effort required to complete each task, and if any proposed personnel are subcontractors;
 - A plan for monitoring/managing quality control processes; and
 - A risk mitigation strategy to identify risks and methods for addressing, mitigating or eliminating problems.

Narrative Content Requirements

Organizational Capacity

- Proposed personnel must have:
 - Clearly described roles and appropriately assigned positions; and
 - Demonstrated ability to provide leadership, technical assistance and the resources to accomplish the milestones and deliverables of the project.
- Soundness of the applicant's organization, proposed staff and designated areas of expertise.
- Availability of key staff members to work on the project and whether any proposed personnel are subcontractors or consultants.

Narrative Content Requirements

Organizational Experience

- Sufficient professional and/or corporate organizational experience and a background relevant to the subject of the project, including descriptions of projects conducted within the prior three (3) years that are similar or relevant to this project;
- Capability to exercise organizational influence in managing relationships with aligned professional organizations in traffic safety to meet the objectives of the project;
- Ability to support the development and deployment of plans designed to support communications, material concepts and outreach efforts to update and/or develop new materials to improve traffic safety, laws, and countermeasures; and
- Ability to meet milestones and deliverables and completing work within budget for cost compliance.

Cost Budget Requirements

Proposed budgets must include costs that are reasonable, necessary, and allocable based on the provisions of 2 CFR Parts 200, 1200, 1201.

- **Allowable**

Necessary for award performance and permitted under federal cost principles.

- **Necessary**

Reflect what a prudent person would pay under similar circumstances.

- **Allocable**

Assigned to the award based on the relative benefit received.

Cost Budget Plan

- NHTSA will assess the extent to which the applicant's proposed budget for accuracy and costs to perform the proposed activities is reasonable, necessary and allocable based on the provisions of 2 CFR Parts 200, 1200 and 1201.
- Cost-sharing or matching requirements are not required under this NOFO.
- While not mandatory, applicants are encouraged to seek funds from other Federal, State, local, and private sources to augment those Federal funds available under this NOFO.
- If an applicant intends to use funds from other sources to augment this project, the applicant must specify in its budget plan required by Section IV.A.2.b.3. the amount and percent of both the total Federal funding requested and any additional non-Federal funds, if any, that will be used to pay for the project.
- Identify other Federal funds the applicant is applying for, or has been awarded, if any, that the applicant intends to use.
- Provide a detailed breakdown of proposed costs as well as any in-kind costs, by year.

Cost Budget Requirements

Indirect Cost Rate Requirements

- **Negotiated Rate**

Include a copy of your current Negotiated Indirect Cost Rate Agreement (NICRA) with the application.

- **De Minimis Rate Option**

Organizations with an approved Negotiated Rate may use up to 15% of Modified Total Direct Costs (MTDC) (2 CFR 200.414 Indirect Costs)

<https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-E/subject-group-ECFRd93f2a98b1f6455/section-200.414>.

- **Documentation**

Provide clear calculations supporting the total indirect cost amount.

Required Documents

- **Standard Form 424:** Application for Federal assistance
- **Standard Form 424A:** Budget Information for Non-Construction programs
- **Standard Form 424B:** Assurances for Non-Construction Programs
<https://www.grants.gov/forms/forms-repository/sf-424-mandatory-family>
- **Certified Statement:** Applicant agrees to comply with the requirements in 49 CFR Part 32, Governmentwide Requirements for Drug-Free Workplace (Financial Assistance), subpart B. See [U.S. DOT Drug Free Workplace Requirements](#).
- **Standard Form -LLL - Certified Statement:** Consistent with the requirements in Appendix A to 49 CFR Part 20, U.S. Department of Transportation New Restrictions on Lobbying, and a SF-LLL Disclosure of Lobbying Activities form, if a disclosure is required by Part 20. The SF-LLL form can be accessed by going to <https://www.gsa.gov/forms-library/disclosure-lobbying-activities>.

Review and Selection Process

ITSE Grant Program review and selection process consists of:

- Eligibility reviews
- Merit criteria review
- Senior Review Team consideration
- Final selection by the Secretary of Transportation

*Note: [Section VI ‘Application Review Information’](#)

Review and Selection Process

Eligibility Review

The Office of Acquisition Management will review each application to confirm that each applicant meets the eligibility requirements as set forth in Section II ‘Eligibility’.

*Note: [Section VI ‘Application Review Information’](#)

Review and Selection Process

Merit Review Criteria are used to assess applications.

Merit Review Includes the following sections:

- Technical Approach
- Organizational Capacity
- Organizational Experience

*Note: [Section VI 'Application Review Information'](#)

Merit Review Rating Scale

Merit Review Rating Scale

Highly Recommended – The application demonstrates a highly detailed, superior approach for accomplishing program goals and performance objectives. The application is fully responsive to every aspect of the notice and written in a clear, logical and comprehensive manner. The application demonstrates that the applicant is capable of producing excellent or highly successful program results and is ‘highly recommended’ to the DOT Secretary for final selection.

Recommended – The application demonstrates a comprehensive and fully acceptable approach for accomplishing program goals and performance objectives. The application is fully responsive to every aspect of the notice and written in a clear, logical and comprehensive manner. The application demonstrates that the applicant is capable of producing successful program results and is ‘recommended’ to the DOT Secretary for final selection.

Acceptable – The application meets minimum requirements of the notice for accomplishing program goals and performance objectives. The application is responsive to all major aspects of the notice. The application demonstrates that the applicant is capable of achieving program objectives and has ‘met the minimum requirements for recommendation’ to the DOT Secretary for final selection.

Not Recommended – The application demonstrates an incomprehensible or unacceptable approach, methods, organization, or capabilities. The application provided little to no detail as to how the program would be accomplished. The application demonstrates that the applicant is unable to achieve program results or the application is incapable of being evaluated and is ‘not being recommended’ to the DOT Secretary for consideration or final selection.

Selection Criteria

Selection Consideration: Cost/Budget Review

NHTSA will assess the extent to which the applicant's proposed budget and costs to perform the proposed activities is reasonable, necessary and allocable based on the provisions of 2 CFR Parts 200, 1200 and 1201.

Selection Criteria

U.S. DOT intends to apply principles for DOT Order 2100.7, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities. Among projects of similar merit, NHTSA will prioritize projects that use data-driven and evidence-based methods that also best meet the Administration's and Department's priorities including:

- Reinvest in American Family
- Supports Innovation
- Qualified Opportunity Zone as defined in (26 U.S.C. § 1400Z-1)
- Located in or sponsored by an entity that does not actively prohibit the enforcement of Federal laws, such as those identified in
 - E.O. 14321, "Ending Crime and Disorder on America's Streets"
 - E.O. 14342, "Taking Steps to End Cashless Bail to Protect Americans"
- Supports EO14303, "Restoring Gold Standard Science"

Risk Review

Prior to award, the selected applicant will be subject to a risk assessment, as required by 2 CFR § 206.

Specifically, NHTSA may consider any items such as the following:

- **Financial stability;**
- **Management systems and standards** - Quality of management systems and ability to meet the prescribed management standards;
- **History of performance** - Applicant's record in managing Federal awards, if it is a prior recipient of Federal awards. Timeliness of compliance with applicable reporting, conformance to terms and conditions, extent to which previously awarded amounts will be expended prior to future awards;
- **Audit reports and findings** - Reports and findings from audits performed under subpart F of this part or the reports and findings of any other available audits; and
- **Ability to effectively implement requirements** - Applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities.

Submission Requirements

- Register for an **Applicant Account** on [Grants.gov](https://www.grants.gov).
- Be registered in [SAM.gov](https://www.sam.gov) *before* submitting your application.
- Provide a valid UEI.
- Continue to maintain an active SAM registration during the submission period and throughout the award's period of performance.

****Note:** If you have not created an account in **Grants.gov** *and* aren't registered in **SAM.gov** yet, please start the process immediately. Registration can take several weeks to complete.

Submit Your Application



Review all sections of the NOFO carefully to ensure compliance with application and funding requirements.



Electronic Application Submission Phase 1 are **due by 5:00pm EST on September 3, 2026**. (See page 2 of NOFO for submission key dates for all Submission Periods).



It's best to submit your application 24 to 48 hours before the deadline to ensure that if [Grants.gov](https://www.grants.gov) rejects your submission for a basic form error, you have plenty of time to fix the workspace and hit re-submit before the clock runs out. DOT/NHTSA will not accept late applications due to system errors.



When your application is submitted, your application must pass automated validation checks. You will receive an automated tracking email confirming it passed or listing errors that **must be fixed** before it is considered officially submitted.



If using the [Grants.gov](https://www.grants.gov) “Check Application” tool, Locate this button on the Forms tab of your [Grants.gov](https://www.grants.gov) Workspace. It will scan your package to ensure that every mandatory data field is filled out and that required attachments are uploaded.

Applicable Policies, Regulations, or Executive Orders

- **Federal Regulations**

2 CFR Part 200 and 2 CFR Part 300: Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

<https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200>

- **Notice of Funding Opportunity (NOFO)**

<https://grants.gov/search-results-detail/363446> **Executive Orders and NHTSA Priorities**

Applications and funded activities must align with applicable Executive Orders and NHTSA Strategic Priorities as outlined in the NOFO.

Questions

- Questions concerning **administrative or programmatic matters** must be submitted via email to Anoko.Zankli.Ctr@dot.gov, with a copy to Gregory.Benjamin@dot.gov.
- To allow sufficient time for responses, **all questions for Phase 1 must be received no later than 5:00pm Eastern Time on 8/18/2026.**
- Responses to timely **questions will be posted publicly via amendment to the NOFO.** Individual responses **will not** be provided.
- Email messages containing ZIP attachments will not be received due to DOT security restrictions. Attachments should be submitted in PDF, Microsoft Office, or Google Workspace formats.

Questions

The U.S. Department of Transportation NHTSA will post answers to common questions and requests for clarifications related to this NOFO on [Grants.gov](https://www.Grants.gov).

Applicants are encouraged to monitor Grants.gov for updates and additional information regarding this funding opportunity.

Questions must be submitted by August 18, 2026 by 5:00 p.m.

Contacts

NHTSA Contact Information:

Anoko Zankli, Contract Specialist

Anoko.Zankli.CTR@dot.gov

Gregory Benjamin, Contracting Officer

Gregory.Benjamin@dot.gov

ITSE Posting

<https://grants.gov/search-results-detail/363446>

Problems Submitting Applications:

Contact the [Grants.gov](https://grants.gov) helpdesk:

Email: support@grants.gov

Phone: 1-800-518-4726

(1-800-518-GRANTS)



THANK YOU!