



## **NOTICE OF FUNDING OPPORTUNITY (NOFO) SUMMARY:**

### **I. BASIC INFORMATION**

**A. FEDERAL AGENCY NAME**

National Highway Traffic Safety Administration (NHTSA)

**B. FUNDING OPPORTUNITY TITLE**

Innovative Traffic Safety Enforcement (ITSE) Grant Program

**C. ANNOUNCEMENT TYPE**

Initial Announcement

**D. FUNDING OPPORTUNITY NUMBER**

NHTSA-693JJ926R000024-FY26

**E. ASSISTANCE LISTING NUMBER**

20.614 – National Highway Traffic Safety Administration (NHTSA) Discretionary Safety Grants

**F. FUNDING DETAILS**

A total of up to **\$20,000,000** is available for awards under the ITSE Grant Program. NHTSA anticipates making awards on a rolling basis throughout the application period, which will be open through Fiscal Year 2027 and subject to the availability of funds. NHTSA will evaluate applications in **three phases** as follows:

**Phase one (1):** NHTSA will evaluate applications submitted no later than **9/3/2026**.

**Phase two (2):** NHTSA will evaluate applications submitted no later than **3/1/2027**.

**Phase three (3):** NHTSA will evaluate applications submitted no later than **9/1/2027**.

**\*\*Note: All applications are due by 5pm EST. on the date(s) above\*\***

NHTSA will only accept **one (1) application** per eligible applicant during each application phase. Applicants that were not selected during an earlier phase may submit a revised application during a subsequent phase, provided the application continues to meet all eligibility requirements. (see [Section II ‘Eligibility’](#)).

Applications received after the deadline for each phase will be held for evaluation in the next phase. 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 if funds are no longer available for obligation.

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. The anticipated number of awards is between 8 to 15, with an anticipated funding range of \$500,000 to \$2,000,000 each.

NHTSA reserves the discretion to change the minimum and maximum award sizes upon receiving the full pool of applications in each phase and assessing the needs of the project in relation to the ITSE Grant Program objectives described in Section A.1. This NOFO does not commit NHTSA to make any award(s) and NHTSA reserves the right to issue a new notice of funding opportunity, if necessary.

#### **G. KEY DATES**

**NOFO Posted Date:** 8/3/2026

**NOFO Questions Due Date for Phase One (1):** 8/18/2026 at 5pm EST.

**Application Submission Period for Phase One (1):** 8/3/2026 - 9/3/2026

Applications received after the deadline for each phase will be held for evaluation in phases that follow. Selection is subject to the availability of funds for each specific phase. NHTSA reserves the right to close the application period at its discretion following phase one evaluation and awards. NHTSA will post a notice on Grants.gov if funds are no longer available, are fully obligated, or if the grant program will not continue. Please refer to Section V. for additional details.

#### **H. EXECUTIVE SUMMARY**

NHTSA's new ITSE grant program 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 contributing to the greatest number of crashes. The focus areas for this project are speeding/aggressive driving, drug or alcohol-impaired driving, occupant protection and distracted driving. The program's objectives are to: 1) 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 2) ensure the traffic safety enforcement programs are repeatable and scalable for use by law enforcement throughout the United States.

Each section of this notice contains information and instructions relevant to the application process for the Innovative Traffic Safety Enforcement (ITSE) Grant Program. NHTSA recommends that applicants read this notice in its entirety to have the information they need to submit eligible and competitive applications.

**I. AGENCY CONTACT INFORMATION**

For further information regarding this notice, please contact Anoko Zankli, Contract Specialist, at [Anoko.Zankli.Ctr@dot.gov](mailto:Anoko.Zankli.Ctr@dot.gov) and Gregory Benjamin, II., Contracting Officer, at [Gregory.Benjamin@dot.gov](mailto:Gregory.Benjamin@dot.gov). In addition to the application deadline, the U.S. Department of Transportation NHTSA will post answers to common questions and requests for clarifications related to this NOFO on Grants.gov. Applicants are encouraged to monitor Grants.gov for updates and additional information regarding this funding opportunity.

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## **II. ELIGIBILITY**

### **A. ELIGIBLE APPLICANTS**

Applicants eligible for an award include a State or local agency, authority, association, educational institution, or nonprofit organization that demonstrates that it has organizational capacity and experience to carry out the responsibilities of administering, coordinating, and implementing the activities of this NOFO, as explained in [Section III ‘Program Description’](#), and based upon the documentation submitted by the applicant as required in [Section IV ‘Application Contents and Format’](#). Only organizations capable of fulfilling the criteria listed within this NOFO will be considered for an award.

Information on other factors that could affect the responsiveness of an applicant or application can be found in [Section VI.A ‘Responsiveness Review’](#).

Applicants otherwise eligible for award but not selected during an evaluation phase may submit an application in a subsequent evaluation phase.

### **B. COST SHARING**

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.

### **C. FUNDING RESTRICTIONS THAT COULD AFFECT ELIGIBILITY**

Information on funding restrictions that could affect an applicant’s or project’s eligibility can be found in [Section III.G ‘Program Funding Restrictions’](#). NHTSA will not fund more than the total available funding.

## **III. PROGRAM DESCRIPTION**

### **A. BACKGROUND**

The mission of the National Highway Traffic Safety Administration (NHTSA), an operating administration of DOT, is to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.

From 2021 to 2023, an average of 42,215 people were fatally injured and over 2.41 million seriously injured annually in traffic-related crashes on America’s public

roads.<sup>1</sup> There were more than 6.1 million police-reported motor vehicle traffic crashes in the United States in 2023. Over 1.7 million police-reported traffic crashes resulted in injuries and 37,654 resulted in 40,901 deaths.<sup>2</sup> Risky driving behaviors are associated with motor vehicle crashes that result in fatalities and injuries. In 2023, approximately 43 percent of passenger motor vehicle drivers had at least one of three behavioral factors that contributed to the crash; alcohol-impaired driving (9,450 fatalities), speeding (7,802 fatalities), and unrestrained (10,386 fatalities).<sup>3</sup> Additionally, distracted driving contributed another 3,275 fatalities.<sup>4</sup> Effective traffic safety countermeasures have proven to reduce motor vehicle crashes. NHTSA publishes *Countermeasures That Work (CMTW)* as a resource for States and local governments to select effective evidence-based strategies. CMTW includes enforcement countermeasures such as the High-Visibility Enforcement (HVE) model, which combines an increase in law enforcement presence with public awareness campaigns that reduce traffic crashes. It also contains information on the use of other law enforcement efforts such as publicized checkpoints, alcohol measurement devices, and speed safety camera enforcement.<sup>5</sup> NHTSA encourages the use of this reference material for identifying baseline noteworthy and proven practices. NHTSA also encourages the use of 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.

Through the ITSE Grant Program, NHTSA encourages applicants to submit innovative research and development, demonstration, training and education activities that offer potential traffic safety enforcement programs that reduce the number of crashes involving fatal and serious injuries.

## **B. PROGRAM GOALS AND OBJECTIVES**

The primary intent of this of the ITSE Grant Program is to 1) 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 2) ensure the traffic safety enforcement programs are repeatable and scalable for use by law enforcement throughout the United States. In addition to those

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<sup>1</sup> National Center for Statistics and Analysis. (2025, October). Summary of motor vehicle traffic crashes: 2023 data (Traffic Safety Facts. Report No. DOT HS 813 762). National Highway Traffic Safety Administration. doi: 10.21949/rdm5-2086

<sup>2</sup> National Highway Traffic Safety Administration. (2025, February 24). *Summary of Motor Vehicle Traffic Crashes - 2023* (Traffic Safety Facts. Report No. DOT HS 813 762).

<sup>3</sup> National Center for Statistics and Analysis. (2025, May). Passenger vehicles: 2023 data (Traffic Safety Facts. Report No. DOT HS 813 723). National Highway Traffic Safety Administration.

<sup>4</sup> National Center for Statistics and Analysis. (2025, April). *Distracted driving in 2023* (Research Note. Report No. DOT HS 813 703). National Highway Traffic Safety Administration.

<sup>5</sup> Kirley, B. B., Robison, K. L., Goodwin, A. H., Harmon, K. J. O'Brien, N. P., West, A., Harrell, S. S., Thomas, L., & Brookshire, K. (2023, November). *Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices, 11th edition, 2023* (Report No. DOT HS 813 490). National Highway Traffic Safety Administration.

goals, the Department seeks to fund projects that advance the priorities of this Administration as described in DOT's mission statement and across executive orders.

NHTSA seeks new, innovative countermeasures, or innovative enhancements to existing countermeasures that will demonstrate traffic safety improvement. Applicants must demonstrate a clear evidence-based, data-driven approach to improve traffic safety within the following focus areas:

1. Drug impaired driving;
2. Alcohol impaired driving;
3. Speeding;
4. Aggressive driving;
5. Occupant protection;
6. Distracted driving; and
7. Careless and negligent driving (especially around Work Zones, Commercial Motor Vehicles, School Zones, and congested areas)

Applicants must identify the specific focus area that the proposed project will apply. An Applicant may submit an application that includes projects in multiple focus areas. However, NHTSA will give preference to projects that demonstrate a commitment to address each focus area individually, with the appropriate capabilities and support necessary to achieve the goals of the ITSE program. Applicants should support the selection of each focus area and the proposed countermeasure with data and research that substantiates the need for the selected countermeasure. Applicants should provide details on the characteristics of crashes and rationale for the proposed project. Applicants should identify and explicitly describe the intended audience(s) of the selected project. Applicants should discuss foreseen potential barriers to the successful completion of the project and mitigation strategies to overcome identified barriers. The Applicant should define the project's objectives in clear and logical manner, describing the project's intentions by establishing goals, objectives and intended outputs and outcomes. Applicants must use an appropriate methodology for establishing goals and objectives, e.g., utilizing the SMART (Specific, Measurable, Achievable, Realistic, and Timebound/time-phased)<sup>6</sup> format. Finally, applicants must include a description of how data will be collected and analyzed to evaluate the traffic safety countermeasure's effectiveness and to allow for future replication<sup>7</sup>. Applicants should review performance measures identified in Section III.C, and document the performance measures and evaluation methodology to be used; limitations of the intervention; and conclusions that could be drawn from conducting the intervention.

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<sup>6</sup> Centers for Disease Control and Prevention (CDC). CDC Guideline – How to Write Smart Objectives; CDC-RFA-DP171701. Atlanta, GA: CDC; 2020. Accessed November 1, 2020, at: [https://www.cdc.gov/dhds/evaluation\\_resources/guides/writing-smart-objectives.htm](https://www.cdc.gov/dhds/evaluation_resources/guides/writing-smart-objectives.htm).

<sup>7</sup> Pullen-Seufert, Nancy C. and Hall, William L. (2008). The Art of Appropriate Evaluation: A Guide for Highway Safety Program Managers [2008-12]. <https://doi.org/10.21949/1525649>

NHTSA is interested in applications that provide new, innovative approaches to address specific risky driving behaviors that continue to/currently annually result in the most motor vehicle crashes causing fatalities and serious injuries. While the agency will consider innovative enhancements to existing countermeasures, the goal is to develop evidence-based projects that are scalable and transferable for use by State and local law enforcement agencies. Any digital enforcement tools, predictive analytics, or AI models developed under this grant should utilize interoperable digital standards. NHTSA does not have specific projects in mind but some 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).

**Note:** 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 the applicant uses AI or AI related practices in any capacity, the applicant should clearly and concisely describe its potential use.

### C. PERFORMANCE MEASUREMENT INFORMATION

Applications must include performance metrics to substantiate project efforts. Performance measures must use science-based evaluation designs that incorporate methodologies that are appropriate to the project and the established performance metrics, e.g. formative, process, impact, or outcome measures that align with a project's lifecycle. The information included in the table below provides tracking metrics and is not an exhaustive list.

**Table 1: Performance Measurement Tracking Metrics**

| 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 |

| <b>Measure</b>                      | <b>Category and Description</b>                                                                                                                                                                                                      | <b>Measurement Frequency and Reporting Deadline</b>                     |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| 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 |
| 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              |

#### **D. PROGRAM SPECIFIC COSTS**

All costs shall meet the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards. See [2 C.F.R. Part 200](#).

#### **E. PROGRAM AUTHORITY**

Pursuant to 23 U.S.C. § 403(b), NHTSA is authorized to enter into an assistance agreement with a State or local agency, authority, association, institution, or person to carry out the activities authorized in this grant program.

**F. PERIOD OF PERFORMANCE**

NHTSA anticipates that all efforts performed under the ITSE Grant Program shall be completed no later than 60 months from the date of each award.

**G. PROGRAM FUNDING RESTRICTIONS**

1. Funds awarded under the ITSE Grant Program cannot be used for any activity intended to or designed to lobby Congress or a State legislative body, or to urge a U.S., State, or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. See 49 U.S.C. § 30105; 2 C.F.R. 200.450; 49 C.F.R. part 20.
2. The Government's obligation under the ITSE Grant Program is contingent upon the availability of appropriated funds from which payment for the Grant Program purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available to the Contracting Officer for the ITSE Grant Program and until the Recipient receives notice of such availability, to be confirmed in writing by the Contracting Officer.
3. Funds awarded under the ITSE Grant Program are subject to 23 U.S.C. § 313, Buy America, which prohibits the use of the Government's funds to purchase steel, iron, and manufactured products, unless they are produced in the United States.
4. Consistent with 2 C.F.R. § 200.216, the Recipient is prohibited from using government funds to enter into sub-awards or contracts (or extend or renew sub-awards or contracts) with entities that use covered technology. See section 889 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019, Pub. L. No. 115-232, 132 Stat. 1636, 1917 (Aug. 13, 2018).
5. Consistent with Executive Order 14332, Improving Oversight of Federal Grantmaking, the Recipient is prohibited from directly drawing down general grant funds for specific projects without the written authorization of the agency. The Recipient is required to provide written explanations or support, with specificity, for requests for each drawdown.

**IV. APPLICATION CONTENTS AND FORMAT**

**A. CONTENT AND FORM OF APPLICATION SUBMISSION**

The application must include a cover page, an application narrative and required submissions.

NHTSA will accept **one application** per applicant per FY.

**Table 2: Summary of Application Contents**

| <b>Applicants Must Submit</b>               | <b>Section in NOFO</b>                                     | <b>Page Limits</b> |
|---------------------------------------------|------------------------------------------------------------|--------------------|
| <b>1. Cover Page</b>                        | IV. Application Contents and Format - p.11                 | 1-page             |
| <b>2. Application Narrative</b>             | IV. Application Contents and Format - p.11                 | 20-pages           |
| Applicant Background                        | Section <a href="#">IV.A.2.b.1</a>                         |                    |
| Project plan                                | Section <a href="#">IV.A.2.b.2</a>                         |                    |
| Budget plan                                 | Section <a href="#">IV.A.2.b.3</a>                         |                    |
| <b>3. Required Submissions Attachments</b>  | <a href="#">IV. Application Contents and Format - p.14</a> |                    |
| a. Application for Federal Assistance SF424 | <a href="#">IV. Application Contents and Format - p.14</a> |                    |
| b. Part 32 Certified Statement              | <a href="#">IV. Application Contents and Format - p.14</a> |                    |
| c. Part 20 Certified Statement              | <a href="#">IV. Application Contents and Format - p.15</a> |                    |

**1. Cover Page**

Each application shall include a cover page that includes the applicant's name, NOFO number 693JJ926R000024, and submission date.

**2. Application Narrative**

**a) Narrative Format**

The application narrative should follow the basic outline below to address the project requirements and assist reviewers in locating relevant information.

**Table 3: Summary of Project Requirements**

| Section              | Section Explained                      |
|----------------------|----------------------------------------|
| Applicant Background | See <a href="#">Section IV.A.2.b.1</a> |
| Project plan         | See <a href="#">Section IV.A.2.b.2</a> |
| Budget plan          | See <a href="#">Section IV.A.2.b.3</a> |

The application narrative should include information necessary for NHTSA to determine the applicant's proposed project satisfies the eligibility requirements specified in [Section II 'Eligibility'](#) and to assess the review criteria specified in [Section VI 'Application Review'](#)

[Information'](#). NHTSA reserves the right to ask any applicant to clarify or supplement any part of its application but expects applications to be complete upon submission. NHTSA may issue an award without seeking any further clarification or discussions. Accordingly, NHTSA recommends that each applicant provide comprehensive documentation and support for their application, ensuring no additional information is required by NHTSA.

**b) Narrative Content Requirements**

The application shall not exceed **20 pages** (not including resumes, appendices, or other requirements noted in [Section IV.A.3 'Required Submissions'](#)). All applications must be in English be prepared using a common commercial software application (e.g., MS Office or Google Workspace formats) and with standard formatting preferences (e.g. Times New Roman 12-point font, single spaced, one-inch margins). The application shall fully describe the scope of the project, providing a project plan detailing the activities and costs for which funding is being requested. The applicant shall demonstrate its understanding of the project's overall objectives and scope of work. The narrative must be clearly written, complete, reasonable, and include a realistic timeframe for completing the activities. ***The applicant shall not include Cost information in its project plan. All cost information shall be contained in the applicant's budget plan.***

**(1) Applicant Background**

This section of the narrative should include information describing the organizational structure and any formal/informal relationships between parties associated with the application. It should directly address the eligibility requirements discussed in [Section II 'Eligibility'](#) of this notice. The applicant should use this section to explain the organization's history, qualifications, and experience related to the project. The applicant shall demonstrate its ability to conduct the activities described in [Section III.B 'Program Goals and Objectives'](#) and [Section III.C 'Performance Measurement Information'](#). by identifying its prior organizational experience through the description of past performance with similar efforts. This section should also include the qualifications, roles and experience of key individuals who will be working on the project. The applicant should provide sufficient information to demonstrate that the individuals possess the experience and subject matter expertise, knowledge and skills necessary to successfully complete the project. This section should also include descriptions of previous projects relevant to the activities

envisioned in this notice that the organization or its individuals completed. The applicant shall identify a Project Manager to serve as a liaison to coordinate and manage all aspects of the project.

**(2) Project Plan**

This portion of the narrative should clearly identify a proposed strategy that addresses the information in and advances the purpose and goals of the project described in [Section III.B 'Program Goals and Objectives'](#). The applicant must explicitly identify the focus area(s) its program will address. It should include a detailed work breakdown structure (WBS) that is aligned to the performance objectives described in [Section III.C 'Performance Measurement Information'](#), including detailed step-by-step approach to meeting those activities. The strategy should be comprehensive, logical, and address the following:

- a. A description in sufficient detail how each activity in [Section III.C 'Performance Measurement Information'](#) will be implemented and completed in a commonly accepted format such a Gantt chart or similar format;
- b. Key milestones, suggested performance targets and timeline to complete the project;
- c. A 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 (preferably in a Gantt style chart);
- d. A plan for monitoring/managing quality control processes;
- e. A risk mitigation strategy to identify risks and methods to address, mitigate or eliminate problems;
- f. Identifying necessary travel to complete the activities; and
- g. Demonstrate how the application aligns with the merit and selection criteria in [Section VI 'Application Review Information'](#).

**(3) Budget Plan**

The applicant should include a proposed financial plan and budget.

Grant Funds, Sources, and Uses of Project Funds – This budget must list 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.

Project budgets should show how different funding sources and in-kind contributions will share in each activity and present the data in dollars and percentages. The proposed budget must identify all funding sources in sufficient detail to demonstrate that the overall objectives of the project will be met. The budget should identify other Federal funds the applicant has been awarded or is applying for that may support the proposed project. At a minimum, applicants should identify the Federal agency, program name, funding amount, award status (awarded or pending), and a brief description of how the funding relates to the proposed project. In addition, the Applicant must provide a detailed breakdown of the proposed costs, as well as any in-kind costs, by year. The cost breakdown shall not only identify cost categories but shall also identify specific sub-categories (and associated costs). For example, Labor Costs should include labor categories, associated levels of effort, and rates; Direct Materials costs including itemized equipment and supplies costs; Travel and transportation costs, including projected trips and number of people traveling; Subcontractor/ Sub-recipient costs with similar detail, if known; and overhead. The Applicant must also justify each proposed cost by explaining how each cost was calculated and determined to be fair and reasonable. Finally, the Applicant should include copies of any supporting documentation it may have (i.e. indirect cost rate agreements, etc.) as part of the budget package. Cost data shall be provided in current Microsoft supported version of Microsoft EXCEL or Google Sheets, without hidden cells, and be comprehensive and easy to interpret.

### **3. Required Submissions**

The applicant shall submit the following items with its applications. These items will not count against the narrative page limitation.

- a. The application shall include the Standard Forms for Federal assistance. These shall include the 424 “Application for Federal Assistance,” 424A “Budget Information for Non-Construction Programs,” and 424B “Assurances for Non-Construction Programs”. These forms must be completed and the certified assurances signed. These forms can be accessed by going to

<https://www.grants.gov/forms/forms-repository/sf-424-mandatory-family>.

- b. The applicant shall provide with its application a certified statement that it 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](#).
- c. The applicant shall provide with its application a 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>. The applicant shall also acknowledge in writing that no funds provided under the Assistance Agreement will be used for lobbying activities as defined in 2 C.F.R. § 200.450.

## **B. ADDITIONAL APPLICATION INFORMATION**

NHTSA encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but NHTSA recommends that the applicant addresses each criterion separately and promotes a clear discussion that assists project reviewers. The guidance in this section is about how the applicant should organize their application. Guidance describing how NHTSA will assess projects against the Review Criteria is in [Section VI ‘Application Review Information’](#) of this notice. Applicants also should review that section before considering how to organize their application.

Recipients should be prepared to demonstrate in their application how their project plan addresses the Administration’s and the Department’s priorities.

## **V. SUBMISSION REQUIREMENTS AND DEADLINES**

### **A. ADDRESS TO REQUEST APPLICATION PACKAGE**

Applicant packages are available through this notice on [www.Grants.gov](http://www.Grants.gov). This notice includes all the information needed to submit a complete application.

### **B. UNIQUE ENTITY IDENTIFIER (UEI) AND SYSTEM FOR AWARD MANAGEMENT (SAM)**

Each Applicant must:

- Be registered in SAM **before** submitting its application;

- Provide a valid UEI in its application; and
- Continue to maintain an active SAM registration with current information, including information on a recipient's immediate and highest-level owner and subsidiaries, as well as on all predecessors that have been awarded a Federal contract or grant within the last 3 years, if applicable, at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency.

NHTSA will not make an award to an applicant that has not complied with all applicable UEI and SAM requirements. If it's determined that an applicant has not fully complied with the requirements, NHTSA will use that determination as a basis for making a Federal assistance award to another Applicant. NHTSA will review an applicant's registration status to make a responsibility determination and to ensure that the Applicant is responsible, current on all Federal taxes, and is not on the list of parties excluded from Federal awards.

#### **C. SUBMISSION INSTRUCTIONS**

Applications must be submitted electronically to [www.Grants.gov](http://www.Grants.gov). Only applications received in the designated submission mailbox by the stated deadline will be considered. Applications sent to individual staff email addresses will not be accepted.

#### **D. APPLICATION DUE DATE AND TIME**

##### **Submission Instructions:**

Applications must be submitted electronically via Grants.gov. Applications submitted by email or other means will not be considered.

##### **Application Due Date:**

Applications are being accepted on a rolling basis. Phase one applications must be submitted to Grants.gov no later than 5:00 PM Eastern Time on the application deadline 9/3/2026. Any applications not submitted by this date will be evaluated in phase two. NHTSA will publicly announce deadlines for future phases. Applicants will receive automated confirmation from Grants.gov upon successful submission.

#### **E. QUESTIONS DUE DATE AND TIME**

Questions concerning administrative or programmatic matters must be submitted via email to [Anoko.Zankli.Ctr@dot.gov](mailto:Anoko.Zankli.Ctr@dot.gov), with a copy to [Gregory.Benjamin@dot.gov](mailto: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.

**F. INTERGOVERNMENTAL REVIEW**

Applications under this NOFO are not subject to the State review under E.O. 12372.

**VI. APPLICATION REVIEW INFORMATION**

**A. RESPONSIVENESS REVIEW**

NHTSA will review each application package to confirm that the application is responsive. NHTSA will review the provided information to ensure that the applicant meets the eligibility requirements as set forth in [Section II ‘Eligibility’](#), adheres to the registration requirements of [Section V.B ‘Unique Entity Identifier \(UEI\) and System for Award Management \(SAM\)’](#), and has included all items specified in [Section IV ‘Application Contents and Format’](#).

**B. REVIEW CRITERIA**

This section specifies the Merit Criteria that NHTSA will use to assess applications and issue an award. The three sections included with the Merit Criteria include: Technical Approach, Organizational Capacity, and Organizational Experience. Cost/Budget Review will be evaluated as a selection consideration. After completing the Merit and Selection Review, 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.

**1. Technical Approach and Understanding**

NHTSA will evaluate whether the applicant’s project plan is technically sound and reasonable and meaningfully improves traffic safety and will reduce fatalities and serious injuries on the Nation’s roadways. The applicant will be evaluated on its technical approach to meeting the objectives, requirements, and timeliness to deliver the project. The Applicant’s technical approach will be evaluated for the following:

- a. **Background.** How the applicant identifies the ability to understand and meet the goals of the project as described in the [Section IV ‘Applicant Background’](#);
- b. **Purpose.** How well the applicant describes how their proposed strategy advances the ITSE goals and objectives as outlined in [Section III.B Program Goals and Objectives](#);

- c. **Project Plan.** If the applicant's application is comprehensive, logical, and includes the following:
  - i. Project plan, including a detailed schedule, that addresses implementation of the activities in [Section III.C 'Performance Measurement Information'](#);
  - ii. 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;
  - iii. Plan for monitoring/managing quality control processes; and
  - iv. Risk mitigation strategy to identify risks and methods for addressing, mitigate or eliminate problems; and

## **2. Organizational Capacity**

NHTSA will evaluate the applicant's organizational capacity and will at a minimum consider the following:

- a. Extent to which the proposed personnel have clearly described roles and appropriately assigned positions;
- b. Extent to which the applicant has demonstrated the leadership, capability and the resources to accomplish the milestones and deliverables of this project; and
- c. Soundness of the applicant's organization, proposed staff and designated areas of expertise; and
- d. Availability of key staff members to work on the project and whether any proposed personnel are subcontractors or consultants.

## **3. Organizational Experience**

NHTSA will evaluate the applicant's organizational experience and at a minimum will consider the following:

- a. Sufficient professional and/or corporate organizational experience and capacity to carry out the proposed work, and supported by descriptions of recent projects relevant to the subject of the project;
- b. Capability to exercise organizational influence in managing relationships with aligned professional organizations in traffic safety to meet the objectives of the project;
- c. 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
- d. Ability to meet milestones and deliverables and complete work within budget for cost compliance.

#### **4. 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.

### **C. REVIEW AND SELECTION PROCESS**

The ITSE Grant Program review and selection process consists of eligibility reviews, merit criteria review, Senior Review Team consideration and a final selection by the Secretary.

#### **1. 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'](#).

#### **2. Merit Review**

If the applicant is eligible, an Application Review Panel (ARP) of Subject Matter Experts (SMEs) will use the criteria in [Section VI 'Application Review Information'](#) to assess individual applicant merit based on the Merit Review Rating Scale below (Highly Recommended, Recommended, Acceptable, Not Recommend). These ratings are based on the application's alignment to criteria 1 to 3 in [Section VI 'Application Review Information'](#). The rating will ultimately reflect how well the applicant's project plan meets the goals of the program as stated in [Section III.B 'Program Goals and Objectives'](#) and the performance objectives stated in [Section III.C 'Performance Measurement Information'](#).

After completing the merit review, among projects of similar merit, the DOT may prioritize projects that address the Administration and Department selection criteria listed below and in [Section VIII.A](#). DOT may prioritize a project that:

- a. Reinvests in the American Family. Applicants will be rated higher on this consideration if they can clearly demonstrate that the project provides substantial support for American families by investing in transportation systems that enable families to participate more fully in our economy without facilitating denial of the sex binary in humans or the promotion of the notion that sex is a chosen or mutable characteristic, in accordance with E.O. 14201 (Keeping Men Out of Women's Sports) and E.O. 14168 (Defending Women From Gender Ideology Extremism and Restoring Biological Truth to the Federal Government);

- b. Supports Innovation. Applicants will be rated higher on this consideration if they can clearly demonstrate that the project creates opportunities to develop and conduct early deployments of innovative and emerging traffic safety technologies, reinforcing the Nation’s leadership in technology and innovation;
- c. Is located in a Qualified Opportunity Zone as defined in (26 U.S.C. § 1400Z-1);
- d. Is located in or is sponsored by an entity that does not actively prohibit the enforcement of Federal laws, such as those identified in the following Executive Orders:
  - i. E.O. 14321, “Ending Crime and Disorder on America’s Streets”
  - ii. E.O. 14342, “Taking Steps to End Cashless Bail to Protect Americans;”
- e. Supports Administration priorities described in the following Executive Orders
  - i. E.O. 14303, “Restoring Gold Standard Science.”

### 3. Senior Review Team Review

The Senior Review Team (SRT) comprised of Senior DOT officials, determines which ITSE applications will advance for selection by the Secretary. The SRT may consider the merit criteria and selection considerations in Section VI.C.2 when determining which applications to advance.

The Department intends to apply principles from DOT Order 2100.7, Ensuring Reliance Upon Sound Economic Analysis in DOT’s Policies, Programs and Activities when evaluating applications and making award selections. To the maximum extent permitted by law, NHTSA will prioritize projects that are in alignment with the principles outlined in DOT Order 2100.7. The U.S. DOT Secretary will use the information provided by the SRT to make the final selection.

**Table 4: Merit Review Rating Scale**

| Merit Review Rating Scale                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Highly Recommended</b> – 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.</p> |

| Merit Review Rating Scale                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Recommended</b> – 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.</p>              |
| <p><b>Acceptable</b> – 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.</p>                                                              |
| <p><b>Not Recommended</b>– 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.</p> |

The review by the ARP, in conjunction with the CO’s review and the results of the evaluations, conducted in accordance with [Section VI.B.4 ‘Cost/Budget Evaluation’](#), [Section VI.D ‘Risk Review’](#), and to the extent that the project aligns with applicable Administration and Department priorities, forms the basis for NHTSA’s award recommendation(s) to the Secretary following its evaluation, but the Secretary makes the final selection. The Secretary may select a qualified application(s) that best addresses the program’s goals and performance objectives while prioritizing the applicable Administration and Department priorities.

#### **D. RISK REVIEW**

Prior to award, selected applicants will be subject to a risk assessment, as required by 2 CFR § 206. Specifically, NHTSA may consider any items such as the following:

1. **Financial stability;**
2. **Management systems and standards** Quality of management systems and ability to meet the management standards prescribed in this part;
3. **History of performance.** The applicant's record in managing Federal awards, if it is a prior recipient of Federal awards, including timeliness of compliance with applicable reporting requirements, conformance to the terms and conditions of previous Federal awards, and if applicable, the extent to which any previously awarded amounts will be expended prior to future awards;
4. **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

5. **Ability to effectively implement requirements.** The applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities.

NHTSA must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM and the Federal Awardee Performance Integrity and Information System (FAPIS) records; the Department of Treasury's DO NOT PAY website; the Department of the Treasury list of Specially Designated Nationals; the selected entity's Disclosure of Lobbying Activities Form (SF-LLL); available information on USASpending.gov; available audit findings; and any other available past performance information. An applicant may review information in FAPIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIS, 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.

## **VII. AWARD NOTICES**

NHTSA may issue a single award or multiple awards under this funding opportunity. The NHTSA award that is signed by the contracting officer is the official document that obligates funds and will be provided to the recipient electronically. All funds provided by NHTSA must be expended solely for the purpose for which the funds are awarded in accordance with the approved application and budget, the Uniform Administration Requirements, Cost Principles and Audit Requirements for Federal Awards (2 C.F.R. parts 200 and 1201).

### **A. PROGRAM FUNDING AND AWARDS**

NHTSA may issue multiple awards under this funding opportunity. A total amount of \$20,000,000.00 is anticipated for this program, subject to availability of funds. The size of the award will be based upon the reasonableness of the amount of funding needed to meet the program's goals and objectives as demonstrated in the application. The government's obligations under the ITSE Grant Program are contingent upon the availability of appropriated funds from which payment for the project's activities can be made. No legal liability on the part of the government for any payment may arise until funds are made available.

### **B. TIMING OF AWARD**

NHTSA anticipates making awards on a rolling basis, in phases throughout the application submission period. While applications will be reviewed and considered **twice annually**, awards may be issued at **multiple points** during the open period specified in this NOFO.

Applications will be grouped and evaluated approximately every 180 days from the date of NOFO publication.

**C. NOTIFICATION TO UNSUCCESSFUL APPLICANTS**

NHTSA will notify unsuccessful applicants in writing no later than 30 days after awards are announcements. Upon receipt of the notification, unsuccessful applicants may request a summary of the basis for the decision by contacting the NHTSA point of contact identified in this NOFO.

**VIII. POST-AWARD REQUIREMENTS AND ADMINISTRATION**

**A. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS**

1. Performance under the ITSE Grant Program shall be subject to the administrative requirements contained in the following regulations which are incorporated by reference, with the same force and effect as if they were provided in full text:
  - a. **2 C.F.R. parts 200 and 1200** - Uniform Administration Requirements, Cost Principles and Audit Requirements for Federal Awards;
  - b. **2 C.F.R. parts 180 and 1200** – Non-procurement Suspension and Disbarment;
  - c. **2 C.F.R. part 183** – Never Contract with the Enemy;
  - d. **2 C.F.R. part 25** - Universal Identifier and System for Award Management;
  - e. **49 C.F.R. part 11** - Protection of Human Subjects and **NHTSA Order 700-5**, NHTSA’s policy on human subjects;
  - f. **49 C.F.R. part 20** – Department of Transportation New Restrictions on Lobbying;
  - g. **49 C.F.R. part 21** – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of The Civil Rights Act of 1964;
  - h. **49 C.F.R. part 25** - Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance;
  - i. **49 C.F.R. part 27** - Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance;
  - j. **49 C.F.R. part 28** – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation;
  - k. **49 C.F.R. part 32** - Governmentwide Requirements for Drug-Free Workplace (Financial Assistance); and
  - l. **DOT Order 5610.1D** – DOT’s Procedures for Considering Environmental Impacts.
2. Applicants will have procedures in place to respond to an unauthorized disclosure or breach of an individual’s personally identifying information (PII). The recipient will notify NHTSA within 7 days of an incident involving the unauthorized disclosure or breach of PII. In the event of an unauthorized disclosure or breach, the recipient will cooperate and exchange information

with NHTSA, as needed, to properly escalate, refer, and respond to the incident.

3. **Domestic Preference Requirements:** As expressed in **Executive Order 14005: Ensuring the Future Is Made in All of America by All of America's Workers'** (86 FR 7475), the executive branch should maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made available under this notice are subject to the domestic preference requirement at 23 U.S.C. 313. The Department expects all applicants to comply with that requirement.
4. Pursuant to **Executive Order 14151: Ending Radical and Wasteful Government DEI Programs and Preferencing**, Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.
5. Pursuant to **Executive Order 14154: Unleashing American Energy**, Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.
6. Consistent with **Executive Order 14168: Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government** and, as applicable, **Executive Order 14201: Keeping Men Out of Women's Sports**, Federal funds shall not be used to promote gender ideology. The Recipient will acknowledge, in writing, that no funds provided under the Agreement will be used to promote or otherwise inculcate gender ideology. All forms, documents, reports, and other related materials produced under the ITSE Grant Program shall require an individual's sex be listed as male or female and shall not request gender identity.
7. Applicants will ensure access to Limited English Proficiency (LEP) persons in accordance with the U.S. Department of Transportation (DOT) LEP guidance, dated December 7, 2005 (74 FR 74087), which will assist the Recipient in fulfilling its responsibilities pursuant to Title VI of the Civil Rights Act of 1964 and DOT's implementing regulations at 49 C.F.R. Part 21 (incorporated by reference above).
8. **Civil Rights and Title VI:** As a condition of an award, applicants 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 C.F.R. § 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 NHTSA's Office of Civil Rights

may work with the recipients to ensure full compliance with Federal civil rights requirements.

9. **Critical Infrastructure Security and Resilience:** It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including physical and cyber risks, consistent with National Security Memorandum (NSM-22) on Critical Infrastructure Security and Resilience, and the National Security Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems. Each applicant selected for Federal funding 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 Department and the Department of Homeland Security, will be required to do so before receiving funds.
10. **Performance and Program Evaluation:** Program Evaluation is 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). Recipients and subrecipients are 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. Allowable data and evaluation costs are specified in 2 CFR 200.455(c). 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. Grant recipients must agree to: (1) make records available to the evaluation contractor or DOT agency staff; (2) facilitate and 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 agency staff.
11. Each applicant that applies for Federal financial assistance must have the necessary processes and systems in place to comply with the reporting requirements of 2 C.F.R. Part 170 Reporting Sub-wards and Executive Compensation Information to receive Federal funding, unless the reporting requirements of paragraph (c) of 2. C.F.R. § 170.105 are inapplicable or it is exempt by Federal Statute or by the Office of Management and Budget pursuant to paragraph (d) of 2 C.F.R. § 170.105. See [2 C.F.R. Part 170](#).

12. Each applicant is encouraged to adopt policies to ban text messaging while driving, consistent with **Executive Order 13513: Federal Leadership on Reducing Text Messaging While Driving** and **DOT Order 3902.10: Text Messaging While Driving**. The recipient is encouraged to adopt and enforce policies that ban text messaging while driving recipient-owned or rented vehicles or privately-owned vehicles when on performing under the ITSE Grant Program. Conduct initiatives in a manner commensurate with size of the recipient, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and education, awareness, and other outreach to employees about the safety risks associated while texting while driving.
13. In accordance with **Executive Order 13043: Increasing Seat Belt Use in the United States**, the recipient is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally owned vehicles. NHTSA is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program or for statistics on the potential benefits and cost-savings to your company or organization, please visit the Click it or Ticket seat belt safety section of NHTSA's website at <https://www.nhtsa.gov/campaign/click-it-or-ticket> and <https://www.nhtsa.gov/risky-driving/seat-belts>.
14. **Federal Anti-Discrimination:**
  - a. Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of a grant award, each Recipient agrees that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.
  - b. Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of a grant award, each Recipient must agree that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.

To the extent a court order bars the implementation or enforcement of one or more of the provisions with respect to a particular applicant or recipient, the Department will not implement or enforce the relevant provision(s) against that applicant or recipient for as long as the order remains in place.

15. **Pursuant to Executive Order 14282: Transparency Regarding Foreign Influence at American Universities**, by entering into this agreement, the Recipient, if applicable, certifies that it complies with 20 U.S.C. 1011f and

any other applicable foreign funding disclosure law; the Recipient agrees that its compliance in all respects with 20 U.S.C. 1011f and any other applicable foreign funding disclosure is material to the government's payment decisions for purposes of section 3729 of title 31, United States Code.

16. **Pursuant to Executive Order 14303:** Restoring Gold Standard Science, the Recipient agrees to conduct any scientific activities, including research, evaluation or data collection consistent with the policies in this Executive Order, unless required by law.
17. **Pursuant to Executive Order 14321:** Ending Crime and Disorder on America's Streets. Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.
18. **Pursuant to Executive Order 14342:** Taking Steps to End Cashless Bail to Protect Americans, Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.
19. **Compliance with Federal Law and Policies:** Except where prohibited by court order, the applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.
20. The Recipient shall align the activities under this Grant Program to the principles from **DOT Order 2100.7**, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities.
21. **Pursuant to Executive Order 14365:** Ensuring a National Policy Framework for Artificial Intelligence, it is the policy of the United States to sustain and enhance global AI dominance through a minimally burdensome national policy framework for AI. Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.
22. The failure of this Grant Program to expressly identify Federal law or regulations applicable to the Recipient or activities under this Grant Program does not make that law or regulation inapplicable.

## **B. REPORTING**

The following reporting requirements will be required under the program. The recipient shall submit all reports electronically, unless NHTSA specifies another manner of submission.

**1. Quarterly Progress Reports**

The recipient shall submit quarterly reports to the contracting officer's representative COR no later than the 15<sup>th</sup> day of each month of each quarter, beginning 3 months after award. The report shall detail the progress the recipient has made to meet the performance objectives and goals of the program noted in [Section III.C 'Performance Measurement Information'](#). The report must ensure accountability and financial transparency in the recipient's activities to meet the performance requirements of the program. Quarterly Reports shall include the following details, at a minimum, about the relevant performance objectives:

- a. A detailed accounting of the activities, including data from the previous quarter, to determine if the recipient is meeting performance measurables and objectives;
- b. Problems or delays that the recipient has experienced in the conduct of the agreement and solutions the recipient will take to mitigate or overcome the problems to meet performance objectives;
- c. Details of travel, including an explanation of how the travel meets performance objectives, activities performed related to the project, meetings attended, people contacted and other necessary details related to the project;
- d. Financial Statement of funds expended to date, identification of budget concerns and any proposed actions to correct budget concerns;
- e. Plans for meeting performance measures in the next reporting period; and
- f. Travel planned for the upcoming quarter.

The recipient will be permitted to submit an invoice for reimbursement each month, provided that the invoice includes the justification for each invoiced item for the period of time.

**2. Financial Status Reports**

The recipient shall submit Federal financial reports (SF-425) to the NHTSA COR and the Contracting Officer, annually, by October 1 of each year, to document the status of funds.

**3. Final Report**

The recipient shall submit a final report to the COR no later than 1 month prior to the conclusion of the period of performance. At a minimum, the final report must incorporate a scientific reporting structure such as the most recent APA Publication Manual and include a narrative description of the activities conducted, an analysis or evaluation of the effectiveness of the project to the performance objectives noted in [Section III.C 'Performance Measurement Information'](#). The final report shall include in a separate section or as an attachment to the final report copies of all products produced under the project and all data relied upon by the recipient to develop or produce products under the project.

## **IX. OTHER INFORMATION**

### **A. INFORMED CONSENT POLICY**

In addition to the requirements in 49 C.F.R. Part 11 Protection of Human Subjects (See [Section VIII.A.1.d ‘Administrative and National Policy Requirements’](#)), the recipient shall obtain prior written authorization from NHTSA for all consent and release forms to be presented to human subjects participating in research under this project.

### **B. REVIEW OF ANNOUNCEMENTS OR PUBLICATIONS**

The recipient agrees that neither the recipient, nor any sub-recipient, shall make public releases of information or any matter pertaining to this project, including, but not limited to, media, advertising in any medium, or presentation before technical, scientific, or industry groups, without the prior written approval of the contracting officer.

### **C. CONFLICTS OF INTEREST**

It is DOT policy to award agreements only to those applicants whose objectivity is not impaired because of any related past, present, or planned interest, financial or otherwise, in organizations regulated by DOT, or in organizations whose interests may be substantially affected by Departmental activities, and which is related to work notice. Based on this policy, if, after award, the Recipient discovers a conflict of interest with respect to the ITSE Grant Program that could reasonably have been known prior to the award, an immediate and full disclosure shall be made in writing to the contracting officer. The disclosure shall include a full description of the conflict along with a description of the action the recipient has taken, or proposes to take, to avoid or mitigate such conflict.

1. The applicant shall provide a statement in its application which describes in a concise manner all past, present or planned organizational, financial, contractual or other interest(s) with an organization regulated by DOT, or with an organization whose interests may be affected substantially by Departmental activities, and which is related to the work under this notice. The interest(s) described shall include those of the Applicant, its affiliates, proposed consultants, proposed subcontractors and key personnel of any of the above. Past interest shall be limited to within 1 year of the date of the applicant's technical application. Key personnel shall include any person owning more than 20 percent interest in the applicant, and the applicant's corporate officers, its senior managers and any employee who is responsible for making a decision or taking an action under the ITSE Grant Program where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

2. The applicant shall describe in detail why it believes, in light of the interest(s) identified in (a) above, that performance of the proposed ITSE Grant Program can be accomplished in an impartial and objective manner.
3. In the absence of any relevant interest identified in (a) above, the applicant shall submit in its application a statement certifying that to its best knowledge and belief no affiliation exists relevant to possible conflicts of interest. The applicant must obtain the same information from potential subcontractors prior to award of a subcontract under the resultant ITSE Grant Program.
4. The NHTSA contracting officer will review the statement submitted and may require additional relevant information from the applicant. All such information, and any other relevant information known to DOT, will be used to determine whether an award to the applicant may create a conflict of interest. If any such conflict of interest is found to exist, the NHTSA contracting officer may (1) disqualify the applicant, or (2) determine that it is otherwise in the best interest of the agency to contract with the applicant and include appropriate provisions to mitigate or avoid such conflict in the award.
5. The refusal to provide the disclosure or representation, or any additional information required, may result in disqualification of the applicant for award. If nondisclosure or misrepresentation is discovered after award, the resulting ITSE Grant Program may be terminated. If after award the recipient discovers a conflict of interest with respect to the ITSE Grant Program awarded as a result of this notice, which could not reasonably have been known prior to award, an immediate and full disclosure shall be made in writing to the NHTSA contracting officer. The disclosure shall include a full description of the conflict, a description of the action the recipient has taken, or proposes to take, to avoid, or mitigate such conflict. The NHTSA Contracting Officer may, however, terminate the Grant if he or she deems that termination is in the best interest of the Government.

#### **D. ROUTES INFORMATION**

User-friendly information and resources regarding DOT's discretionary Federal programs relevant to rural applicants can be found on the Rural Opportunities to Use Transportation for Economic Success (ROUTES) website at <https://www.transportation.gov/rural>.

#### **E. PUBLIC ACCESS TO PUBLICATIONS AND DIGITAL DATA SETS**

The recipient shall ensure public access to publications and digital data sets it develops under this project consistent with the DOT's Plan to Increase Public Access to the Results of Federally Funded Scientific Research Results. A copy of the DOT plan is located at <https://www.transportation.gov/mission/open/official-dot-public-access-plan-v11>.

**F. SHARING OF APPLICATION INFORMATION**

NHTSA may share application information within the U.S. Department of Transportation or with other Federal agencies if NHTSA or the Department determines that sharing is relevant to the respective program's objectives.

**[END OF NOTICE OF FUNDING OPPORTUNITY (NOFO)]**