



NOTICE OF FUNDING OPPORTUNITY (NOFO) SUMMARY:

I. BASIC INFORMATION

FEDERAL AGENCY NAME

National Highway Traffic Safety Administration (NHTSA)

FUNDING OPPORTUNITY TITLE

Innovative Traffic Safety Enforcement (ITSE) Grant Program

ANNOUNCEMENT TYPE

Questions and Answers VERSION 1.0 (Posted 8.20.2026)

FUNDING OPPORTUNITY NUMBER

NHTSA-693JJ926R000024-FY26

ASSISTANCE LISTING NUMBER

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

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.

GENERAL QUESTIONS

Question 1: Could NHTSA please clarify the application workflow regarding redundancy between Grants.gov and the online web portal? Specifically, do applicants need to complete and submit standard administrative forms (such as the SF-424) via Grants.gov while simultaneously entering parallel data into the program's online application segment, or is there a specific sequence required to avoid perceived duplication?

Answer: To submit your application, your Grants.gov account must have one of the following permissions in Grants.gov:

- *Standard AOR Role: (if you are a participant in that specific workspace)*
- *Expanded AOR Role: (allows you to submit in any of your organization's workspaces)*
- *Custom Role: (specifically with the "Submit Applications for my workspaces" or "Submit applications for organization's workspace" privilege)*

All applications must go through Grants.gov—there is no separate portal. A complete package requires two parts: standard federal paperwork (like the SF-424 and SF-LLL) and your core project files (such as your Technical and Budget Applications, narratives, and your NICRA agreement or de minimis statement).

Step-by-Step Submission

1. *Fill out the mandatory forms: Go to the Package tab, check the Mandatory Forms column, and complete the required SF-424 administrative forms.*
2. *Upload your documents: Click the “Other Attachments Form” to upload your Technical Application, Budget Application, Cover Page, Narratives, and your Indirect Cost Rate Agreement (or your de minimis note).*

Quick Video Tutorials

If you want a quick visual guide to submitting your application, these short clips (all under four minutes) from the [Grants.gov Training Page](#) will walk you through it:

- [How to Create a Grants.gov Workspace](#)
- [How to Add Participants to a Grants.gov Workspace](#)
- [Completing Forms in a Workspace on Grants.gov](#)
- [Submitting an Application in Grants.gov Workspace](#)

Technical Support

If you run into any portal issues, reach out directly to the Grants.gov Support Center:

- *Phone: 1-800-518-4726 (1-800-518-GRANTS)*
- *Email: support@grants.gov*
- *Hours: 24/7*

Question 2: We have started an application in the Workspace of Grants.gov, will there be space added to upload attachments such as the required Cover Page, Research Narrative, Budget Narrative, EXCEL cost data sheet, Indirect Cost Agreement, and any other required documents? Currently, the only section open for uploading attachments is the SF document section as seen below, and it will only allow the SF documents to be uploaded.

Answer: Yes, space is provided for these documents, but they are typically housed within specific forms inside the Workspace package rather than directly on the main summary screen.

To submit these documents, here is how you can expect to find and use those upload areas:

- *Check the “Package Forms” Details List: Workspace packages include multiple forms (e.g., Mandatory Forms, Optional Forms). While the SF-424 handles baseline administrative data, “Other Attachments Form” contain the actual upload fields for narratives and supplemental documents.*
- *Click on the "Other Attachments Form" (found under the Mandatory Forms column) which provides a series of browse/upload buttons where you can attach supplementary documents like Cover Pages, Excel Budget data sheets, Technical Application, Technical and Budget Narratives, and Indirect Cost Agreements.*

Technical Support

If you run into any portal issues, reach out directly to the Grants.gov Support Center:

- *Phone: 1-800-518-4726 (1-800-518-GRANTS)*
- *Email: support@grants.gov*
- *Hours: 24/7*

Question 3: Where should applicants submit their questions?

Answer: 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. All Phase 1 questions must be received no later than 5:00pm Eastern Time on August 18, 2026.

Question 4: Can you confirm whether the program can fund the following types of activities:

- **Video Occupancy Detection technology (roadside equipment and installation)**
- **Education Campaigns**
- **Promotional events and publicity (i.e. billboards, items to hand out at events, banners, etc.)**

Answer: For activities to be allowable under a Federal grant, they must be reasonable and allocable under the grant consistent with OMB’s Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (See 2 CFR Part 200).

For the ITSE Grant program, NHTSA seeks new, innovative countermeasures, or innovative enhancements to existing countermeasures that will demonstrate traffic safety improvement. 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.

Accordingly, NHTSA will fund programs that meet the intent of the ITSE program to develop innovative programs that are scalable and repeatable by State and local law enforcement agencies. The ITSE grant program will not support a standalone equipment or technology purchase. Equipment or educational activities are allocable if they are incurred specifically for the grant, benefits the federal award and is necessary to the operation of the grant. While NHTSA will evaluate each application proposing an innovative program, promotional activities or publicity events will likely not be an allowable activity.

Question 5: Can State Law Enforcement Agencies, like the Nevada State Police, apply for this grant or is it only for local and municipal law enforcement agencies.

Answer: Yes! State Law Enforcement Agencies are welcome to apply!

Question 6: Could we include funding for equipment and subscriptions for a downlink system for our airwing division? We routinely provide air support for traffic enforcement and monitoring especially during large events.

Answer: See the response to question 4.

Question 7: Is officer overtime considered an allowable expense for working on HVE's or other enforcement activities?

Answer: 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. Consistent with the OMB's Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (See 2 CFR Part 200), applicants must justify each proposed cost by explaining how each cost was calculated and determined. NHTSA will assess the extent to which the applicant's proposed budget and costs to perform the proposed activities are reasonable, necessary, and allocable.

Question 8: Would training be allowable for enhancing our crash reconstruction program?

Answer: See the answer to question 4.

Question 9: What do I do if I am unable to click on the "Apply" button on Grants.gov and it's grayed out?

Answer: If you encounter a grayed-out "Apply" button on Grants.gov, it typically points to one of a few common account permissions. You must be logged into an active account with an applicant profile and the correct participant role (such as Workspace Manager or Authorized Organization Representative / AOR). Standard user accounts without an organizational profile or proper

permissions cannot click apply. If you have created an account on Grants.gov and you are still unable to click on the “Apply” button, please contact the Grants.gov help desk as follows: Email: support@grants.gov Phone: 1-800-518-4726 (1-800-518-GRANTS)

Question 10: Are for-profit Business owners eligible for an award?

Answer: 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.

Question 11: Are RADAR signs approved equipment for this grant, and where would I be able to get a list of approved equipment?

Answer: NHTSA does not have a list of approved equipment. See the response to question 4.

Question 12: Do any of the focus groups encompass CMV enforcement? We're looking more specifically to add weight scales to our agency which may also include a new patrol vehicle to store them and a few other things. Would this Grant cover those types of items?

Answer: NHTSA seeks new, innovative countermeasures, or innovative enhancements to existing countermeasures that will demonstrate traffic safety improvement. 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.

This grant is enforcement-focused with a goal of developing new, creative evidence-based projects that are scalable and repeatable by State and local law enforcement agencies.

Regarding equipment, see the response to question 4.

Question 13: If funding allows, are the second and third phases for new applications, or are all applications due September 3rd and the second and third phases are for implementing the grants if approved?

Answer: NHTSA will accept applications through phase three and anticipates issuing awards following each evaluation phase, subject to the availability of funds. The applications will be evaluated in three distinct phases. Thus, applications received by September 3, 2026 will be evaluated for award first, with grants awarded to successful applicants. All applications received on or after September 4, 2026 will be evaluated for award during a second phase, with grants awarded to successful applicants. The third and final evaluation phase will evaluate applications received on or after March 2, 2027, with grants awarded to successful applicants.

If an application is not selected in an earlier phase, an applicant may submit a revised version during a subsequent phase, provided it continues to meet all eligibility requirements.

At its discretion, NHTSA may close the application period following the first evaluation phase one, if funds are no longer available, or fully obligated. NHTSA will provide notice on Grants.gov if funds are no longer available for obligation.

Please note that NHTSA will not issue separate announcements when a new phase opens; applicants should refer to the dates listed in the NOFO.

Question 14: Are the following programs approved:

- **Develop a video curriculum to be used in schools, or to be used as an intervention with underage drinking charges, or diversion program before court.**
- **Using the same technology and process, develop a curriculum and program for younger children in elementary/early middle school about seat belts, bike helmet use, speak up if someone is texting while driving, etc.**
- **Would using AI technology to develop the script and graphics for the videos and characters in the videos be a possible solution to hire on a sub-contractor for such things.**
- **Use funding to develop a summer camp with local law enforcement agencies to educate on impaired driving, distracted driving, seat belt use, vulnerable roadway users, etc. to the areas youth late elementary through high school and college.**
- **Use some of our college ambassadors in our program to develop a campus "Safe Ride Home" program to ensure no students drink and drive.**

Answer: 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 in the focus areas.

While the agency will consider innovative enhancements to existing countermeasures, the goal is to develop new, creative evidence-based projects that are scalable and repeatable by State and local law enforcement agencies.

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

Question 15: The guidelines state that the maximum length of a proposal is five years. Could you please clarify if there is a mandatory minimum project period, or if applicants are free to propose a project duration of anywhere between one and five years?

Answer: There is no minimum period of time for the term of the grant.

Question 16: With a multi-year project, do we have to include a Budget in Excel and in WORD for each year of the project broken out, or just one document covering the entire proposed grant period?

Answer: The budget must be submitted as one Excel file (xls) with active formulas. It should be clear, concise, and cover all cost elements for the entire period of performance. While applicants may break down costs by year, a cumulative summary budget must also be included in either the

first or last tab of the Excel workbook.

Question 17: Is there a maximum amount of funding that an organization can submit for? If so, is it broken out per year, or for the overall award?

Answer: A total of up to \$20,000,000 is available for awards under the ITSE Grant Program. 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 \$300,000 to \$2,000,000 each.

Question 18: We are seeking to include a TBD academic research partner as part of our proposed project.

a. Is a TBD component allowable, or do you have to identify the university and/or the researchers by name in the proposal?

Answer: Information about subcontractors is required for the following reasons:

- Staffing plan is to include 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;*
- Proposal should share information on availability of key staff members to work on the project and whether any proposed personnel are subcontractors or consultants.*
- Applicants must include a statement that certifies to its best knowledge and belief no affiliation exists that 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. Applicants must obtain the same information from potential subcontractors prior to award of a subcontract under the resultant ITSE Grant Program.*
- NHTSA has the authority to request review of technical specifications proposed procurements under the grant.*

b. Are we able to enter yearly total amount with a description of work for this xxxxx “subcontractor”, e.g. FY 2027- \$30,000, FY 2028- \$20,000?

Answer: No, entering just a yearly total is not sufficient.

Per the NOFO requirements (specifically IV.2.b.3 section), subcontractor costs must be provided with the same detailed breakdown as all other project costs. The NOFO states that applicants must provide a detailed breakdown of proposed costs by year, and that "Subcontractor/Sub-recipient costs should be provided with similar detail, if known."

Rather than just a yearly lump sum, provide a detailed line-item breakdown for the subcontractor showing how the costs were calculated and determined to be fair and reasonable.

Question 19: With a proposal submitted for the September 3rd deadline that was approved for funding, what would the anticipated start day be for the project?

Answer: NHTSA anticipates that awards will be issued within two to three months after the close of the first evaluation phase.

Question 20: I missed the webinar so I was wondering if you could tell me if this grant is for enforcement or equipment? If there is any equipment, what is acceptable.

Answer: The PowerPoint shared during the Webinar is available on Grants.gov. Please see the response to question 4 for more information.

Question 21: Is this grant-enforcement based only, or are there technology aspects to it as well? I ask because we currently use an OTS grant which is strictly enforcement-based and was looking for other opportunities to reduce dangerous driving and traffic collisions.

Answer: The ITSE grant program seeks to improve traffic safety and is focused on supporting innovative approaches to traffic safety countermeasures rather than traditional, standard law enforcement. The ITSE grant program will not support a standalone equipment or technology purchase.

Question 22: For applicants that are government/public entities that do not engage in federal lobbying activities, could NHTSA please clarify how the SF-LLL (Disclosure of Lobbying Activities) form should be completed—specifically regarding sections requesting individual person details versus institutional entity information? Do we still need to complete the form? Additionally, can the agency confirm that the form version included in the Grants.gov package displaying an expiration date of 02/28/2025 is the correct, accepted version for this NOFO submission?

Answer: The forms included in the Grants.gov package are required for the application. If your organization does not conduct lobbying activities using federal funds, you still must complete and submit the form indicating zero activity (or as "Not Applicable"), listing your organization's authorized official where requested. Federal forms frequently retain standard OMB expiration dates while awaiting formal renewal, but this remains the correct required document for compliance.

Question 23: We plan to include some contractors (not subrecipients) and an external evaluator/consultant as part of our budget. Will letters suffice for us working with them at this proposal stage, or would you like more information? If the letters suffice, is there a format or guidelines you would like us to follow? If the letters do not suffice, what more do we need to gather?

Answer: There is no specific format for including contractors or subrecipients (e.g., letters of support). However, some information about subcontractors needs to be known and included in your proposal for the following reasons:

- *Staffing plan is to include 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;

- Proposal should share information on availability of key staff members to work on the project and whether any proposed personnel are subcontractors or consultants.*
- Applicants must include a statement that certifies to its best knowledge and belief no affiliation exists that 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. Applicants must obtain the same information from potential subcontractors prior to award of a subcontract under the resultant ITSE Grant Program.*
- NHTSA has the authority to request review of technical specifications proposed procurements under the grant.*

Question 24: Resumes and appendices are mentioned once in the NOFO. Do we need to include those?

Answer: Per the NOFO, in section IV.2b, Resumes are not required.

Question 25: We were not able to attend the webinar. We have access to the slides, but is there a recording we could watch?

Answer: No, there is no recording available; only the presentation slides.

Question 26: *Participation of a for-profit data provider as a subcontractor*

Our proposed project requires proprietary vehicle telematics data (speeding events, harsh braking and acceleration events, and associated environmental conditions) that is available only from a commercial provider. The provider would supply the data and contribute technical expertise to the analysis.

a. Is a for-profit commercial entity an allowable participant in an ITSE project, given that Section II.A limits eligible applicants to State or local agencies, authorities, associations, educational institutions, and nonprofit organizations?

Answer: 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.

Eligible Entities determine their need for the appropriate subcontractors to justify essential tools for demonstrating, testing, or evaluating the specific innovative enforcement model your project is proposing.

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.

Question 27: Are the funds available for roadway improvements projects, such as removing signals and adding Roundabouts in a high crash area?

Answer: ITSE funds are not available for infrastructure or roadway improvements.

Question 28: Given that the roadway project currently receives 80% of its funding from federal sources, are grant funds eligible to be applied toward the remaining 20% state match requirement?

Answer: 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.

Question: 29: Please explain the differences between the Three Phases of the application submissions. Are the phases the same things as open application cycles?

Yes, the phases follow the same structure as open application cycles. Applications will be 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 evaluate applications across three phases, contingent upon the availability of funds:

- Phase One: 8/3/2026 through 9/3/2026*
- Phase Two: 9/4/2026 through 3/1/2027*
- Phase Three: 3/2/2027 through 9/1/2027*

At its discretion, NHTSA may close the application period following phase one, if funds are no longer available, or if funds are fully obligated. NHTSA will provide notice on Grants.gov if funds are no longer available for obligation.

Please note that NHTSA will not issue separate announcements when a new phase opens; applicants should refer to the dates listed above.

Question 30: Does the grant require deployment on active public roadways, or is it permissible to conduct all testing, system deployment, and data collection entirely within a controlled test facility environment?

Answer: 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 in the focus areas. The goal is to develop new, creative evidence-based projects that are scalable and

repeatable by State and local law.

If an applicant can meet the goals of the program through a controlled test facility, NHTSA will evaluate the application in accordance with the NOFO evaluation criteria.

Question 31: Does the grant allow the proposed work to include a combination or suite of integrated solutions, or must applicants select and deploy a single solution for the project?

Answer: 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 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.

Question 32: Is it acceptable under this grant to assess several candidate solutions and compare their performance, or must the proposal commit to one solution from the outset?

Answer: 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 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.

Question 33: On page 13 is section IV. 2. b) Narrative Content Requirements, it lists three Components (1) Applicant Background, (2) Project Plan, and (3) Budget Plan. On page 13, it says "The applicant shall not include Cost information in its project plan. All cost information shall be contained in the applicant's budget plan." Should the budget plan be included as part of the Application Narrative, outside of the (2) Project Plan, or does it need to be in a separate file?

Answer: The Budget Plan should be a separate file, prepared in Excel with readable formulas, and include a Budget Narrative to support the costs.

Question 34: What reference style should we use when citing sources in a proposal?

Answer: Follow the most recent APA Publication Manual for the proper style.

Question 35: May a single project propose interventions across multiple non-contiguous geographic areas within the same jurisdiction? If so, how should this be reflected in the performance metrics and the GIS/geo coordinate information required under Table 1?

Answer: The information included in the Performance Measurement Tracking Metrics table provides example tracking metrics and is not an exhaustive list. The project plan should include a detailed work breakdown structure (WBS) that is aligned to the performance objectives with sufficient detail for how each activity will be implemented with key milestones, suggested performance targets and timeline to complete.

Question 36: The NOFO requires performance metrics including fatalities and serious injuries at the project location(s). May an applicant establish its baseline metrics using historical data from existing governmental sources (e.g., state Department of Transportation crash data), or does NHTSA require that the project establish its own independent data collection mechanisms?

Answer: 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 Performance Measurement Tracking Metrics table provides example tracking metrics and is not an exhaustive list. The project plan should include a detailed work breakdown structure (WBS) that is aligned to the performance objectives with sufficient detail for how each activity will be implemented with key milestones, suggested performance targets and timeline to complete.

Applicants are encouraged to use existing historical data from official governmental sources (such as state Department of Transportation crash data, FARS, or local police reports) to establish their baseline metrics.

An applicant is not required to build an independent system, but your proposal should clearly explain:

- Which official sources were used to set your baseline.*
- How you will continue to track and measure progress or impact throughout the project's lifecycle.*

Question 37: The NOFO requires the budget to include copies of any indirect cost rate agreements. What alternative does NHTSA accept for organizations that do not have a Negotiated Indirect Cost Rate Agreement (NICRA) established with a federal agency, such as organizations applying for federal funding for the first time?

Answer: For organizations that do not have a Negotiated Indirect Cost Rate Agreement (NICRA) and have never had one, federal guidelines (2 C.F.R. § 200.414) allow applicants to elect the de minimis indirect cost rate.

Instead of submitting a formal rate agreement, an organization can choose to charge a flat de minimis rate (currently 15% of Modified Total Direct Costs, or MTDC) consistently across their federal awards.

To use this alternative in the budget proposal, the applicant should explicitly state in their budget narrative that they do not have a NICRA and are electing to use the authorized de minimis rate instead.

Question 38: The NOFO states that no publication, communication, or presentation related to the project may be released publicly without prior written approval from the Contracting Officer. What is NHTSA’s anticipated response time for such approval requests, and is there an expedited review process for time-sensitive communications such as press releases?

Answer: NHTSA expects public disclosure reviews to take 3–5 federal business days.