



Tribal Transportation Safety Strategy - Pilot Program

Notice of Funding Opportunity (NOFO)

www.grants.gov

Opportunity No. TRIBALSAFETY-OSTR24
Assistance Listing 20.909

Opening Date: June 30, 2026
Application Due: August 28, 2026

Office of the Assistant Secretary for Research and Technology
U.S. Department of Transportation Washington, D.C. 20590-0001

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A. Basic Information

Through this Notice of Funding Opportunity (NOFO), the USDOT seeks to award a competitively selected cooperative agreement with a consortium led by an accredited institution of higher education and optionally partnered with industry leaders familiar with the Tribal Technical Assistance Program (TTAP) set forth in House Appropriations Committee Report # 118-154. The report, in part, stipulates that:

“Tribal engagement in transportation safety. The Committee recommendation includes up to \$2,000,000 to establish a pilot program evaluating traffic fatalities on tribal lands. The program should support research by universities with associated traffic safety and transportation research expertise in partnership with tribes that have the highest rates of traffic fatalities. Research should focus on the effectiveness of transportation safety resources and recommend crash mitigation strategies and identify best practices in tribal transportation safety.”¹

Appropriated funds of up to \$2 million from Fiscal Year 2024 are available for this **Tribal Transportation Safety Strategy Pilot (TTSSP)** program for a project spanning a three-year duration, under Assistance Listing # 20.909. The entire amount of available funding will be awarded, on a competitive and cost match basis, to one consortium led by an institution of higher education meeting the requirements set forth in this NOFO.

The Office of the Assistant Secretary for Research and Technology (OST-R) of the U.S. Department of Transportation (USDOT or DOT) will manage the TTSSP program. A qualified institution of higher education will be the recipient for this program supported by a team of one or more entities from academia, Tribal communities and leaders, Tribal, local and state agency transportation practitioners, and non-profit or for-profit organizations.

Federal Agency Name	US DOT OST-R
Announcement Type	This is the initial announcement
Funding Opportunity Title	Tribal Transportation Safety Strategy - Pilot Program
Funding Opportunity Number	TRIBALSAFETY-OSTR24
Assistance Listing Number	20.909
Award Size	\$2,000,000
Cost Sharing	Not less than 50% of Federal funding amount (\$1,000,000)
TOTAL PROJECT AMOUNT	\$3,000,000
Opening Date	June 30, 2026
Submission Deadline	August 28, 2026 (60 days)

¹ House Appropriations Committee, House Report # 118-154, “Departments of Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2024,” dated July 24, 2023.

B. Eligibility

1. Eligible Entities

Entities eligible to submit an application under this NOFO are qualified institutions of higher education with a team of one or more entities from academia, Tribal communities and leaders, Tribal, local and state agency transportation practitioners, and non-profit or for-profit organizations.

Eligible applicants and their teams must have demonstrable knowledge and experience pertaining to Tribal traffic safety research, assessment, and mitigation, and demonstrated relationships with Tribal leaders (including Tribal Council members, and Tribal and local agency transportation practitioners).

The proposal should demonstrate a substantive role of the lead entity in carrying out the cooperative agreement activities; however, it may be supported by a technical team of other institutions, individuals, government and commercial entities. The recipient Eligible Entity will be the direct and primary recipient of the USDOT funds and must perform a substantive role in carrying out the cooperative agreement activities; it may not serve primarily as a conduit for awards to other parties.

To be eligible for this funding opportunity, the following must be true:

- The consortium is led by a qualified institution of higher education.
- The lead applicant is supported by a consortium that includes members from the following entities:
 - Academia
 - Tribal communities and leaders
 - Tribal, local and state agency transportation practitioners
 - Non-profit or for-profit organizations
- The consortium has:
 - Demonstrable knowledge and experience pertaining to Tribal traffic safety research, assessment, and mitigation
 - Demonstrated relationships with Tribal leaders, including Tribal Council members, and Tribal and local agency transportation practitioners

2. Cost Sharing

Total funding for an Eligible Entity's TTSSP program activities include the USDOT funding plus non-Federal matching funds offered by the recipient. **The recipient-provided non-Federal matching funds shall not be less than 50% of the Federal funding amount, resulting in a total project amount of \$3,000,000. Federal funding of \$2,000,000 will be awarded and recipient will provide not less than \$1,000,000 in cash or in-kind matching.** Other sources of Federal funds, if any, including from non-US DOT Departments and Agencies, shall NOT be eligible toward the cost match requirement.

The non-Federal matching funds may be cash or in-kind and must be used to accomplish (i) the program objectives, and (ii) the purpose of the cooperative agreement. The non-Federal matching funds must be fully documented in the Eligible Entity's records. The recipient Eligible Entity will have the duration of the cooperative agreement period to obtain and to spend the full amount of the required matching funds. Any restrictions under the grant or in Federal grant regulations 2 CFR Part 200 on allowability of costs apply to matching funds as well as to the Federal funds.

Applicants should identify matching fund commitments in the text of the application. Letters of commitment(s) are not required to be presented in the application. Any attached letters will count toward the application's page limit.

C. Program Description

1. Motivation and Objective of the Tribal Transportation Safety Strategy Pilot (TTSSP) Program

Tribal communities are overrepresented in traffic casualties in the United States. According to the National Highway Traffic Safety Administration (NHTSA), in 2021, American Indian or Alaska Native (AIAN) people had the highest traffic fatality rate at 28.5 per 100,000 population, more than twice the average rate of 13 for all US population². The Centers for Disease Control and Prevention (CDC) notes that motor vehicle traffic crashes are a leading cause of death for the AIAN people³. When compared to other racial and ethnic groups, CDC analyses of 2018-2021 data indicate that traffic fatality rates among AIAN children and youth ages 0-19 years were nearly 8 times as high, and traffic fatalities of AIAN adults ages 20 years or older were nearly 7 times as high, as those of other racial and ethnic groups⁴.

NHTSA also reports that, in 2021, AIAN people had the highest proportion of alcohol-impaired driving fatalities in traffic crashes at 43 percent, and the highest proportion of speeding-related traffic fatalities at 33 percent. Also, in 2021, based on known restraint use, 65 percent of AIAN passenger vehicle occupants, killed in traffic crashes were unrestrained.

While NHTSA and other organizations have researched and implemented training and behavioral changing mitigation measures such as programs that address seat belt use and impaired driving, less has been developed on infrastructure planning and strategic updates in areas such as roadway safety enhancements to prevent roadway departure and pedestrian safety enhancements.

² National Center for Statistics and Analysis. (2024, June, Revised). Race and ethnicity: 2021 data (Traffic Safety Facts. Report No. DOT HS 813 572). National Highway Traffic Safety Administration.

³ Centers for Disease Control and Prevention (CDC). WISQARS — Web-based Injury Statistics Query and Reporting System, 2018–2021 data. Atlanta, GA: U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Injury Prevention and Control; 2023.

⁴ https://cdan.dot.gov/NA_report/NA_Report.htm

Objective: Research to identify innovation and best practices to develop a next generation *Tribal Transportation Strategic Safety Plan* including updates to risk based safety planning, as well as case studies and examples of successful safety infrastructure improvements within Tribal communities. The strategic planning will result in a toolbox of training, analysis tools, and guidelines to be implemented in a pilot in at least one Federally recognized Tribal Community with a high rate of traffic fatality, making travel for all families in the community safer.

The objective should be accomplished by the following:

- Leveraging of existing U.S. federal, state, and local DOT programs and university research to develop Tribal community-based strategies and best practices.
- Development of risk-based safety planning guidelines that identify available data sets that can be extrapolated to communities lacking data, as well as **identify AI and design tools that can use geometric roadway and traffic traits to make suggestion for needed safety improvements without needing site-specific crash data**, basing those recommendations on regional or national crash data trends.
- Identification of cost-effective improvements to enhance Tribal traffic safety focusing on high impact infrastructure improvements such as improvements to minimize roadway departure crashes, ensuring a safer driving experience for Tribal families.
- Development of an updated, comprehensive, *Tribal Transportation Strategic Safety Plan (TTSSP)* with the assistance of a chosen Tribal Transportation Safety Steering Committee. The updated plan should:
 - Conduct an updated analysis of fatal crash data for Tribal areas considering first harmful event, location, facility type and design, horizontal and vertical alignments, weather, human behavior, and other contributing factors;
 - Consider the findings of the 2017 TTSSP;
 - Identify topics most likely to reduce fatalities and serious injuries if addressed;
 - Document countermeasures, strategies, and best practices; and
- Provide a method for identifying sites in Tribal areas where infrastructure improvements can be made to address each topic.
- Identification and/or development of **innovative tools, guides, and training for Tribal communities** use on best practices, available data, available analysis tools and use of grant and other funding sources, including cost estimating tools.
- Piloting of tools and training with at least one selected Federally recognized Tribal Community with a high rate of traffic fatalities. Follow through with implementation of **at least one infrastructure safety improvement intended as a temporary demonstration to inform the research project, planned and designed with the piloted tools.**
- Coordination with the National Center for Rural Road Safety and the FHWA Office of Tribal Transportation to update TribalSafety.org with the findings of the updated *Tribal Transportation Strategic Safety Plan*.

Funding allotment planning should consider the following:

- Phases 1 and 2 - \$2,000,000 total,
- Phase 3 - \$1,000,000

All total above include the required local matching share.

2. Expected Performance Goals and Tasks Outline

The applicant shall submit a technical, management and cost proposal to achieve the following tasks within each phase. The applicant should take into consideration the following key Tribal bodies for resource building:

- Tribal Transportation Program Coordinating Committee ([TTPCC](#))
- National Congress of American Indians ([NCAI](#))
- Bureau of Indian Affairs ([BIA](#)) at the Department of the Interior
- Tribal Technical Assistance Programs ([TTAP](#))
- TRB Standing Committee on Native American and Tribal Lands
- FHWA Office of Tribal Transportation

1. Phase 1 – Research and Development (6 months, Year 1)

Task 1 - Develop and conduct review of state-of-practices, traffic safety conditions and issues. Develop detailed project plan upon completion of the review.

Task 2 - Identify data, analyze trends, document gaps, develop innovative tools/guides, methodologies and designs, and low-cost practices to enhance traffic safety and document gaps.

Task 3 - Investigate artificial intelligence (AI) or machine learning, asset inventory, and design tools able to use roadway features and geometrics, video analytics, and other risk-based planning tools to recommend infrastructure safety improvements when limited crash data is available.

Task 4 – Assemble a Tribal Transportation Steering Committee of traffic safety subject matter experts from government and private industry and Tribal community leaders.

2. Phase 2 – Strategic Plan, Tools, and Training Development (12 months – Years 1 and 2)

Task 5 - Develop an updated, comprehensive, *Tribal Transportation Strategic Safety Plan* in coordination with a chosen Tribal Transportation Safety Steering Committee.

Task 6 – Develop or identify innovative tools, guides, and training for Tribal community use on best practices, available data, available analysis tools and use of grant and other funding sources to make improvements.

Task 7 – Develop a website portal for tools, guidelines and training available to all Tribal communities working with the existing FHWA National Center for Rural Road Safety

(ruralsafetycenter.org)⁵ and TribalSafety.org⁶.

Task 8 – Pilot website and training tools with the Tribal Transportation Safety Steering Committee, OST-R and any additional participants from federal offices and key Tribal organizations as needed and incorporate feedback from the pilot into the tools and training.

3. Phase 3 – Pilot Program and Post Evaluation (18 months, Years 2 and 3)

Task 9 – Identify a Tribal community partner with a high rate of traffic fatalities and develop a pilot program for transportation infrastructure safety planning and infrastructure safety improvements.

Task 10 – Pilot planning and design tools and training with the selected Tribal Community. Follow through with construction of a demonstration safety installation intended as a temporary demonstration to inform the research project planned and designed with the tools

Task 11 – Evaluate success of the tools, training and safety demonstration project and develop policy briefs to senior DOT leadership, and Congressional staff based on outcomes.

4. Project Milestones

The proposal shall include a milestone chart showing the beginning and end periods of the individual tasks and sub-tasks as well as proposed oversight meeting schedules and submission of deliverables.

5. Project Deliverables

The US DOT has “substantial involvement” in this cooperative agreement as outlined in the [DOT Guide to Financial Assistance](#). OST-R staff expect to be involved in the TTSSP Program as follows:

- Review and approval of scope of each phase and activities before work can begin on a given activity during the period covered by the cooperative agreement.
- Review and approval of proposed subawards or subcontracts.
- Monitoring to permit specified kinds of direction or redirection of the work because of interrelationships with other projects.

The following deliverables are required as part of this award:

- i. Progress Reports and Meetings
 - Quarterly technical progress and financial reports

⁵ In MAP-21, 2012, Congress created a next-generation Center that would integrate and advance the work of the previous rural center of excellence and the surface transportation center of excellence. Funded by the U.S. Federal Highway Administration, the Safety Center works toward the federal transportation goal of enhancing safety on rural roads while supporting surface transportation in general.

⁶ Tribalsafety.org is an online community working to reduce injuries and fatalities from transportation incidents in Tribal areas. Contents of this site are provided by participating Tribal, State, and Federal partners.

- Monthly meetings via an on-line system
- Bi-annual, in-person, meetings with the sponsor to present technical progress and achievements to date
- ii. Training webinars and in-person workshops in consultation with sponsor
- iii. Technical Reports
 - Development Report (end of 1st year) to document development and specifics of proposed innovative Tribal community-based traffic safety enhancement practices
 - Tribal Transportation Strategic Safety Plan (final end of 3rd year, initial draft due end of 2nd year)
 - Final Report with Pilot Evaluation (end of 3rd year, draft due end of 3rd quarter) to document the implementation of the selected strategies and
- iv. Other Deliverables
 - Software and training materials (end of 3rd year)

6. Program Funding

The expected federal funding amount is \$2,000,000. This amount is based on the authorized amount of funding in FY 2024. The Awardee therefore should plan its budget to fulfill all requirements of the project research, development, and deployment. Through this competitive USDOT Notice of Funding Opportunity, this cooperative agreement is a fixed amount to ensure Eligible Entities are evaluated against a standard level of effort.

7. Funding Restrictions

The funds intended for award under this Notice of Funding Opportunity do not apply to, and may not be used for, construction activities or project; though temporary or removable measures used as a demonstration project to inform the research may be eligible.

Use of award funds, including funds and in-kind contributions provided by the institution of higher education and its consortia members and by any external partners as the grant's required matching funds, for the purchase of equipment with a unit value of \$10,000 or more, will require advance approval from OST-R after the award, before such expenses may be incurred.

D. Application Contents and Format

Applications that do not meet stated requirements will not be considered for review or award.

The Application must contain a technical proposal, a cost proposal, and attachments (as needed).

1. Technical Proposal Content

The **technical proposal** must include the following sections:

- **Proposal Summary:** Provide a short narrative that outlines the proposed program, including program objectives and anticipated impact.
- **Program Activities:** Describe the program activities and how they will help achieve the objectives.

- **Program Methods and Design:** Describe how the program is expected to work to solve the stated problem and achieve the goal. Include a logic model as appropriate.
- **Proposed Program Schedule and Timeline:** Include the proposed timeline for the program activities. Include the dates, times, and locations of planned activities and events.
- **Introduction to the Organization Applying:** Provide a description of past and present operations, showing ability to carry out the program, including summary information on past research and implementation work with similar requirements as in NOFO.
- **Key Personnel:** Include the names, titles, roles, and experience/qualifications of key personnel involved in the program. Also include a brief description of proportion of key personnel time that will be devoted to this project.
- **Program Partners:** List the names and type of involvement of key partner organizations, including Tribal Nations, universities, and local agencies, as well as sub-awardees.
- **Program Monitoring and Evaluation Plan:** This is an important part of successful cooperative agreements. Indicate how the activities will be monitored to ensure they are happening in a timely manner and how the program performance will be evaluated to make sure it is meeting the goals of the grant, throughout the duration period of the grant.
- **Future Funding or Sustainability** Describe how the results and developments in this project can be sustained in future efforts either by the government or by Tribal Nations.

The total number of pages of the technical proposal/application (including the cover page and attachments, if any) **shall not exceed 25 pages.**

2. Cost Proposal Content

The **cost proposal** must include the following documents:

1. Details of cost breakdown to perform the project, indicated for each task in the technical proposal, including professional time, direct and indirect costs, negotiated indirect cost rate (per any agreement with government audit agency), travel and other direct expenses, etc. It should also show the cost share/match details.
2. **Mandatory application forms**
 - SF-424 (*Application for Federal Assistance – organizations*) or SF-424-I
 - SF-424A (*Budget Information for Non-Construction programs*)
 - SF-424B (*Assurances for Non-Construction programs*) (*note: the SF-424B is only required for individuals and for organizations not registered in SAM.gov*)
 - Form SF-LLL: *Disclosure of Lobbying activities.*
3. **Attachments**
 - Copy of letter of latest Negotiated Indirect Cost Rate Agreement (NICRA) in a PDF file format. (These indirect charges must be used in the cost proposal).
 - Cost match/share funding sources.

- Any other information of relevance to the cost proposal.

There are no limits placed on the number of pages or the format for the cost proposal. However, reasonableness is to be exercised in the submitted document size.

E. Submission Requirements and Deadlines

1. Submission through Grants.gov and actions needed prior to applying

Applications/proposals sent by an eligible entity, in response to this Notice of Funding Opportunity, must be submitted through [Grants.gov](https://www.grants.gov). Any application submitted other than through Grants.gov *will not be considered for funding*.

To submit an application through [Grants.gov](https://www.grants.gov), an applicant must register to obtain a [Grants.gov](https://www.grants.gov) user ID and password. Applicants are advised they must complete the registration process through [Grants.gov](https://www.grants.gov), prior to submitting an application.

Applicants may view this Notice of Funding Opportunity and other supporting materials on www.grants.gov. Applicants should log onto that system and search for Assistance Listing (Catalog of Federal Domestic Assistance number) **Assistance Listing 20.909** for this Notice of Funding Opportunity.

2. Unique Entity Identifier and System for Award Management (SAM.gov)

Eligible Entities must have or must secure a Unique Entity Identifier (UEI, formerly DUNS number). The Unique Entity Identifier is a unique, 12-character alphanumeric value that identifies your organization. Each applicant's Unique Entity Identifier will be maintained as part of the applicant's profile. This number can be obtained through the Federal government's [System for Award Management](https://www.sam.gov) (SAM).

In summary, each applicant is required to:

- Submit all applications/proposals through [Grants.gov](https://www.grants.gov).
- Register in the [System for Award Management](https://www.sam.gov) (SAM) before submitting the application/proposal.
- Continue to maintain an active [SAM](https://www.sam.gov) registration with current information at all times during which the active Federal award or application or plan is under consideration by the federal awarding agency. This applies to all applicants and awardees.

3. Submission Deadline

A Technical proposal and a Cost proposal must be submitted to be considered for review.

Your Tribal Transportation Safety Strategy Pilot (TTSSP) program **application/proposal must be submitted, electronically**, to www.grants.gov no later than **11:59 PM EDT, AUGUST 28, 2026**. www.grants.gov will provide you with an acknowledgement of your submission.

Applications will be considered complete as initially received by OST-R. All changes after submission may be made by first withdrawing the application and resubmitting the entire modified application before the due date. Any materials submitted after the due date will not be considered in the review process unless OST-R specifically requests such material to complete the review of your application.

All documentation and data submitted as part of the application package should be current as of the date of application submission. All application submitted through www.grants.gov must be signed electronically by an Authorized Organizational Representative (AOR).

F. Application Review Information

1. Technical and Cost Review Criteria

Technical Review Criteria: The significant evaluation factors include, but not limited to, the lead entity team's experience in Tribal traffic safety research, assessment, and mitigation and demonstrated existing relationships with Tribal leaders, including Tribal Council members, and Tribal and local agency transportation practitioners.

Specifically, the technical proposal will be evaluated on:

- 1) The composition of the team, and expertise of the team members related to Tribal traffic safety research, assessment, and implementation.
- 2) The mechanisms, approaches, and venues proposed for identification and development of innovative Tribal community-based crash mitigation in the areas of planning, operations, design, safety, education, and enforcement.
- 3) The mechanisms and approaches proposed for identification and/or development of innovative tools, guides, and low-cost improvements to enhance Tribal traffic safety, taking into account the variety of needs across wide range of cultural, geographic, topographic, and climate conditions that exist across Native American communities.
- 4) The mechanisms and approaches proposed to engage, gather and analyze feedback from, and support Tribal Nations in the implementation of the developed community-based crash mitigation strategies and best practices specific to the individual Tribal community(ies).
- 5) The mechanisms and approaches proposed to perform post-implementation analyses to assess costs and benefits and to conduct outreach and work with Tribal Nations to develop methods to sustain implemented mitigation strategies.
- 6) Experience of the applicant in leading such multi-disciplinary teams, and outcomes of development projects similar to the one sought.

Cost Review Criteria

The cost proposal will be evaluated on:

- 1) Cost reasonableness.
- 2) Cost matching of not less than 50% of federal funding amount.
- 3) Budget controls to achieve the work objectives.

2. Additional Evaluation Criteria

In addition to the proposals evaluation criteria indicated in Section 2 above, the following additional criteria will be used to evaluate and rate each application.

- **Quality and Feasibility of the Program Idea:** The program idea is well developed, with detail about how program activities will be carried out. The proposal includes a reasonable implementation timeline.
- **Program Planning/Ability to Achieve Objectives:** Goals and objectives are clearly stated, and program approach is likely to provide maximum impact in achieving the proposed results.
- **Organizational Capacity and Record on Previous Federally-funded Projects:** The organization has expertise in its stated field and has the internal controls in place to manage federal funds.
- **Budget:** The budget justification is detailed. Costs are reasonable in relation to the proposed activities and anticipated results. The budget is realistic, accounting for all necessary expenses to achieve proposed activities.
- **Monitoring and Evaluation Plan:** Applicant demonstrates it can measure program success against key performance indicators and provides milestones to indicate progress toward goals outlined in the proposal. The program includes output and outcome indicators and shows how and when those will be measured.
- **Sustainability:** Program activities will continue to have positive impact after the end of the program.
- **Partners:** Applicant demonstrates how selected partners will participate in the activities.

3. Review and Selection Process

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, OST-R will prioritize projects that are in alignment with the principles outlined in DOT Order 2100.7. Additionally, OST-R will prioritize projects that align with the Administration's focus on the American family and ensuring a more seamless travel experience. Applicants are encouraged to describe how research will translate to more efficient, safer travel for families.

A review committee comprised of USDOT subject matter experts will evaluate all eligible

applications and make recommendations to the Director, Office of Research, Development and Technology (OST-R). Applications will be rated as highly recommended, recommended, and not recommended. Only highly recommended applications will be considered for final selection. After completing the merit review, among projects of similar merit, DOT will prioritize the highly recommended proposal applications based on an assessment of the clarity with which the objectives of the ITLP project are addressed and the specific details by which objectives will be fulfilled and how the needs of DOT will be met. The Director, University Research, Development and Technology (OST-R) will be the final authority on the recommendation of an awardee.

4. Risk Review

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT must review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information System (FAPIIS), the designated integrity and performance system accessible through SAM. An applicant may review information in FAPIIS and comment on any information about itself that a federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, 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.

G. Award Summary and Notices

Award Summary

Duration of the cooperative agreement:	<i>36 months</i>
Number of awards anticipated:	<i>A single (1) award</i>
Type of award:	<i>Cooperative agreement</i>
Federal matching award amount (maximum):	<i>\$2,000,000</i>
Cost Sharing:	<i>Not less than 50% of total cost</i>
Anticipated start date of the program:	<i>November 1, 2026</i>

1. Pre-Award costs

Pre-Award costs, incurred from the date the US DOT announces the identity of the selected awardee, are those incurred directly pursuant to the applicant's proposed budget and in anticipation of the Federal award where such costs are necessary for the efficient and timely performance of the scope of work. Such costs are incurred at the recipient's own risk; after the award, the recipient may request in writing from OST-R approval of costs that would have been allowable, if incurred after the date of the Federal award.

2. Federal Award Notices

Overall, refer to [§ 200.211](#) for information contained in a Federal award. The grant award or cooperative agreement will be written, signed, awarded, and administered by the Grants Officer. The assistance award agreement is the authorizing document, and it will be provided to the recipient for review and signature by email. The recipient may start incurring program expenses beginning on the start date shown on the grant award document signed by the Grants Officer.

If a proposal is selected for funding, the Department of Transportation has no obligation to provide any additional future funding. Renewal of an award to increase funding or extend the period of performance is at the discretion of the Department of Transportation.

Issuance of this NOFO does not constitute an award commitment on the part of the U.S. government, nor does it commit the U.S. government to pay for costs incurred in the preparation and submission of proposals. Further, the U.S. government reserves the right to reject any or all proposals received.

3. Information to Unsuccessful applicants

Unsuccessful applicants will be informed via email concurrent with US DOT announcing the identity of the selected awardee.

H. Post Awards Requirements and Administration

4. Administrative and National Policy Requirements

Programs managed by DOT and other Federal agencies are charged with supporting and complying with Presidential Executive Orders and Memoranda. DOT has specific interest in providing research, education, and technology transfer opportunities of particular interest for the university community, DOT is committed to the principles of scientific integrity in research. Applicants should familiarize themselves with the following Executive Orders and Memoranda that will be relevant to applications submitted under any of the seven statutory research priority areas, toward advancing DOT goals:

- Executive Order 14148, [Initial Rescissions of Harmful Executive Orders and Actions](#);
- Executive Order 14154, [Unleashing American Energy](#)
- Executive Order 14151, [Ending Radical and Wasteful Government DEI Programs and Preferencing](#)
- Executive Order 14168, [Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government](#)
- Executive Order 14283, [White House Initiative To Promote Excellence and Innovation at Historically Black Colleges and Universities](#)
- Executive Order 14322, [Improving Oversight of Federal Grantmaking](#)
- Secretarial Order 2100.7, [Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities](#)
- [Secretarial Memorandum on Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender](#)
- [Executive Order, Restoring Gold Standard Science](#), May 2025.

All awards will be administered pursuant to the Uniform Administrative Requirements, [Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200](#), as adopted by [DOT at 2 C.F.R part 1201](#). Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with Federal funds, or non-Federal funds. In connection with any program or activity conducted with or benefiting from funds awarded under this notice,

recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Compliance with Federal Law and Policies

The applicant assures and certifies, with respect to any application and any award made 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.

Pursuant to Executive Order 14173, Ending Illegal Discrimination And Restoring Merit-Based Opportunity, a UTC Program grant 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. By entering into a Grant Agreement, the recipient certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

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

Data Management Plans (DMPs)

In accordance with the *DOT Plan to Increase Public Access to the Results of Federally Funded Scientific Research* (DOT Public Access Plan), available at <https://doi.org/10.21949/1520559>, and the DOT Departmental Data Release Policy ((DOT Order 1351.34, adopted March 28, 2011; available at <https://www.transportation.gov/digitalstrategy/policyarchive/Departmental-Data-Release-Policy>), each award recipient is required to create a **Data Management Plan (DMP)**. In the DMP, a recipient must propose program-level strategies to deposit Digital Data Sets resulting from DOT-funded scientific research in a repository that enables and allows for public access and sharing. The DMP will be reviewed and must be approved by the Office of the Assistant Secretary for Research and Technology following the award.

Civil Rights Act Compliance

Each award recipient must document that it has a plan for compliance with civil rights

obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR § 21), Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and all other civil rights requirements and accompanying regulations.

5. Reporting

Recipients will be required to submit within 30 days after the end of each calendar quarter a financial report and a technical progress report. The reports should include a timeline of activities completed and expected future activities together with the corresponding total cost for past and future activities. The narrative should be succinct; however, if significant technical progress has been made more details can be provided. The report should include photos, press clips, social media postings and success stories from the project team.

Applicants should be aware of the post award reporting requirements reflected in [2 CFR 200 Appendix XII—Award Term and Condition for Recipient Integrity and Performance Matters](#).

FEDERAL AWARDING AGENCY CONTACT

If you have any questions about the agreement application process, please contact:

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