CCFP Cooperative Agreement Program

Notice of Funding Opportunity (NOFO) Office Hours

November 12, 2026

Where is the pre-recorded webinar?

The recording is available at https://www.fmcsa.dot.gov/fy26grantfundingopportunities (this link is included in the NOFO application package).

What types of data will law enforcement agencies need to collect in addition to what they're currently doing?

States participating in the study attend a Technical Working Group and have been coordinating with us on data collection requirements.

The data that will be submitted to FMCSA for inclusion in the study includes:

- **Initial Incident Form (IIF)**, a new form that includes basic information about the crash (who is involved, when and where it happened, and a summary of how it occurred). This form will be submitted within 48 hours of the crash. It provides the date and time of the crash so FMCSA can pull time-specific driver and carrier data and so the Bureau of Transportation Statistics (BTS) can conduct confidential follow-up interviews. The data in this form is non-authoritative.
- **Police Crash Report (PCR)**, submitted according to the State's standard policies. This data will be pulled into the CCFP PCR form, which may include some fields that are not on every State's PCR. The CMV Data Analyst will fill in these blanks by finding information in narrative descriptions, photographs, etc. We've been working with States to identify what fields they do not currently collect in their PCR and where the analysts can find this data. The CCFP PCR form is a standardized form based on data that is common across most States.
- **Level I Post-Crash Inspection**, per CVSA guidelines, and submitted to FMCSA per standard procedure.
- **Post-Crash Investigation**, which collects advanced information beyond the inspection. For example, it includes information about the driver's trip, such as hours-of-service information.
- ***When available:*** **Advanced Investigation or Reconstruction**, submitted in line with State policies. In advance of the report's Freedom of Information Act (FOIA) release, we ask that reconstructionists communicate with CMV Data Analysts to

provide information that can't be obtained elsewhere. For example, information about cell phone use obtained via a subpoena or causal factors determined by the reconstructionist should be submitted for inclusion in the study.

To confirm: for the most part, you're looking for data that's already being collected, not asking agencies to escalate the level of crash investigation beyond what they would ordinarily be doing?

Correct. We're not asking any State to reconstruct every crash. They will follow their agency's policies in determining what level of investigation.

The minimum is the IIF (new), the PCR, and the post-crash investigation (new). In the CCFP system, the PCR form may include some additional fields not found on the State's PCR, so the CMV Data Analyst may need to gather that information from other sources.

Many States have already been trained on the post-crash investigation form and are prepared to collect that information. Insofar as possible, we're asking them to complete it in its entirety so we can collect a complete set of data.

Are there requirements around ensuring the crashes are representative of the crashes occurring in the State? The State has various responding jurisdictions. The State Highway Patrol typically responds to freeway or interstate crashes and is less likely to respond to two-lane rural highway or urban traffic crashes. Is that a consideration?

Our estimates are based on the historical number of crashes the lead State agencies respond to. If the State reports the average number of crashes we identified, we will obtain data on the target sample of 2,000 crashes.

We are not asking States to investigate every single crash, but some States have expressed interest in reporting as many as possible, even if the State agency doesn't typically work them. This is great, but it's not a requirement.

Our sample design includes both rural and urban settings to allow us to obtain a nationally representative sample. While we know we will not capture all two-lane rural or city fatal crashes, we anticipate collecting enough data for a nationally representative sample.

What is the Period of Performance (POP)?

The POP is the year of award, plus three years. Data collection for the study is expected to take about two years. After the study ends, States can finish collecting and reporting data

on crashes that occurred prior to the end of the study, requesting reimbursement for those costs up to six months after the study ends. We won't fund work on any crashes that occur after the study end date.

Given the POP, how do we plan for license/software subscriptions? If there's a hard end to the study after 2,000 crashes, but we planned on three years for the study, will we need to de-obligate?

We're planning to collect data for about two years. If the data collection period ends early, costs for pre-paid licenses and software subscriptions would not need to be de-obligated. You can only apply for this funding now, and you need to plan on the study running for two years. If there's a delay on our end, there's the possibility the POP could be extended, but the year-plus-three should cover the full data collection period, even if there's a delay.

Once the study has ended, what do we do with equipment purchased with this funding?

Once the study ends, if the equipment was funded through the study it reverts to the recipient agency.

What are some of the roles, responsibilities, and tasks that a data analyst would do?

For the purposes of the study, the data analyst role is narrowly defined as reporting the crashes that occur in the State and submitting the data to the CCFP.

Analysis of crashes should fall under MCSAP funding, which provides funding to hire a data analyst to analyze crashes and help States write more effective commercial vehicle safety plans (CVSPs).

Would these data analyst responsibilities fall on the existing person who already reports crashes to FMCSA?

This varies State to State. Some States intend to use their SAFETYNET or SafeSpect person and will expand that role to include the reporting activities for this study. This study includes only fatal or suspected fatal crashes involving Class 7 or 8 trucks, which is a narrow subset of all FMCSA-reportable crashes.

Some States are training existing personnel on advanced data collection. Other States are hiring a data analyst with MCSAP funding and will use that person for CCFP reporting as

well as crash analysis. Other States may have a FARS analyst funded by NHTSA at half full-time equivalent (FTE), so they could use the other half of that analyst's time for the CCFP work.

The data analyst will require some training to support the study, and this training will have online and in-person components. States can use this funding to cover the cost sending their analyst to this training.

Is data analyst training available to alternate States?

Training is available to alternate States that plan to submit data even if they do not become sample States. Data analysts should be getting an email in the next few days on what is needed to complete the training.

Alternate States are eligible to apply for the CCFP grant funding, but prioritization may go to sample States.

You mentioned the study includes fatal and suspected fatal crashes. Will it be an issue if a suspected fatal turns out not to be fatal?

No, it won't be a problem. If there was a high possibility that the crash would result in a fatality, and then everyone survives, we still would like States to send the data they collected. These will be included as part of a convenience sample of serious injury crashes. We will analyze them differently, and there won't be confidential follow-up interviews unless there's a fatality.

To get up to 100% capacity, we would be augmenting our existing equipment, hardware, and software to get fully enabled. How would we justify that? Should we state that we don't have enough currently?

We can't provide specific guidance on your application.

All equipment requests must be prorated for use in the study. Equipment specific to CMVs, such as commercial vehicle software for engine downloads, is eligible for 100% funding, but equipment that could be used for other crashes, such as drone hardware or software, must be prorated based on your State's utilization in CMV crash investigations. You cannot request 100% of the cost for items that can be used for non-CMV crashes.

If you're buying something specifically for the pilot program or full study program, can you put it as 100% eligible?

It depends on what the equipment *can* be used for, not what you state it will be used for.

However, if you show, for example, that specific reconstruction teams are exclusively dedicated to CMVs, equipment for their use could be eligible for 100% of the cost.

If you buy a piece of equipment with a life of five years, do you have to prorate to two years (duration of study)?

No.

Do applicants need to have Title VI plan approval for the current FY prior to submitting their application?

Most people on this call probably have an approved plan as part of submitting applications for MCSAP or high-priority (HP) grants. If you already have an approved plan, you'll be covered under that. For new agencies or subagencies that don't use MCSAP/HP funding, a Title VI plan will be required. It does not need to be approved at the time of application, but it does need to be approved prior to any awarding of funds. You'll want to begin working on the Title VI plan and approval.

What local agencies qualify?

The NOFO lists the local agencies that qualify. As a minimum requirement, jurisdictions must have a sufficient number of crashes (based on historical data). Only those listed in the NOFO have sufficient crashes to be considered eligible. The agencies that are listed still need to go through a complete pre-screening process to confirm eligibility. They should reach out to the CCFP team prior to submitting application (CCFP@dot.gov).

Do you have a sense of how large the grants will be?

We do not have a sense because we don't know how many States will apply. The minimum for an individual award is $25k, the maximum is $500k. There are about 30 States participating in the study, and the total available funding is $7 million.

You should request what you need based on the guidelines, and we will work with States based on the amount we have available and the number of applications we receive.

Where can I find the IIF form?

The IIF form has been sent to all the States. The PDF is not its final format, but it indicates the information that will be needed for the IIF.

Additional Tips to Keep in Mind

- The NOFO includes suggestions on how to submit an appropriate budget and program narrative.
- You must be registered in SAM.gov (the System for Award Management) to submit your application. This registration can take time. Do not wait to set that up.
- Applications are due December 28 at 5pm Eastern. That is a hard deadline; if it's even one minute late, it will not be accepted.
- Awards will be based on documents submitted. Missing documents can impact award consideration.
- This is a cooperative agreement, not a grant. Under a grant, the money is awarded and you spend it, subject to Federal purchasing agreements. A cooperative agreement means we are a partner with you. We have certain responsibilities to you, and you have certain responsibilities to us. The NOFO also outlines expectations in the cooperative agreement process.
- Pay attention to the reporting requirements. You will be required to submit reports and reimbursement requests each quarter (even if the amount you request that quarter is zero).
- Pay attention to cost eligibility. For example, we will not fund new reconstruction teams. We also will not fund basic crash response activities (e.g., the responding officer filling out the State police crash report).
- Each crash must be accompanied by post-crash CVSA inspection of the vehicles. If your agency does not have the ability to conduct these inspections, you must have an agreement with an agency that does and make sure they will provide them to the study.
- States listed in the NOFO have been participating in the TWG and should be well-versed on the data needed for the study.
- Sending personnel to CVSA post-crash training is an eligible expense.