

**Fiscal Years 2025 and 2026
Prioritization Process Pilot Program
Competitive Grant Program
Notice of Funding Opportunity**

**Application Opening Date: September 30, 2026
Application Closing Date: October 30, 2026**

U.S. Department of Transportation

Federal Highway Administration

Fiscal Years 2025 and 2026 Notice of Funding Opportunity

Prioritization Process Pilot Program

Table of Contents

A. BASIC INFORMATION.....	3
B. ELIGIBILITY	4
C. PROGRAM DESCRIPTION.....	8
D. APPLICATION CONTENTS AND FORMAT	9
E SUBMISSION REQUIREMENTS AND DEADLINE	11
F. APPLICATION REVIEW INFORMATION	12
G. AWARD NOTICES	22
H. POST-AWARD REQUIREMENTS AND ADMINISTRATION	22

A. BASIC INFORMATION

The applicant should read this notice in its entirety for the information necessary to submit eligible and competitive applications. It is the applicant's responsibility to monitor any changes to this notice.	
Federal Agency Name	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)
Funding Opportunity Title	Prioritization Process Pilot Program (PPPP) Competitive Grant Program
Announcement Type	This is a New Notice of Funding Opportunity (NOFO).
Funding Opportunity Number	FHWA-PPPP-26-001
Assistance Listing Number(s)	20.262
Funding Details	This NOFO will award up to \$26 million total in Fiscal Years (FYs) 2025 and 2026 funding and remaining FY 2024 funding via cost reimbursable grants. The actual amount available to be awarded under this notice will be subject to the availability of funds. Under Section 11204(c)(3) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), the maximum amount of a grant under the PPPP Competitive Grant Program is \$2 million. The PPPP Competitive Grant Program allows for the Federal share of the prioritization project to be 100 percent.
Key Dates	Application Due Date: 10/30/2026 at 11:59 PM EST. FHWA anticipates announcing selections under this NOFO in the March 2027.

Executive Summary	The purpose of the PPPP Competitive Grant Program is to support data-driven approaches to planning that, upon completion, can be evaluated for public benefit. The program provides funding to develop and implement a publicly accessible, transparent prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation¹ plans. Eligible applicants under the PPPP Competitive Grant Program are: • Metropolitan planning organizations (MPO)² that serve a census delineated urban area with a population of over 200,000; and • States.
Agency Contact Information	U.S. Department of Transportation Federal Highway Administration Office of Administration 1200 New Jersey Avenue, S.E. Mail Stop: W51-232 Washington, D.C. 20590 Attn: Kenneth Petty Email: PPPP@dot.gov
Changes from Prior NOFO	• Removed references to rescinded Executive Orders (E.O.). • Aligned the NOFO with current E.O.s and current Trump Administration priorities. • Updated application evaluation criteria. • Added a required application template.

B. ELIGIBILITY

1. ELIGIBLE APPLICANTS

¹ Short range transportation plans are Transportation Improvement Programs (TIP) developed by MPOs, and Statewide Transportation Improvement Programs (STIP) developed by States. Long Range Transportation plans are developed by both States and MPO's, and have a minimum 20-year planning horizon, providing for the development and implementation of the intermodal transportation system. For more information, see: [Planning - FHWA](#).

² The term "metropolitan planning organization" has the meaning given the term in Title 23, United States Code (U.S.C.), Section 134(b).

See [Section A](#) for a list of eligible applicants.

2. ADDITIONAL RESTRICTIONS ON ELIGIBILITY

Applications must disclose how the applicant will address all of the statutory required uses of PPPP grants under IIJA, Sections 11204(c)(1)(A-D), 11204(c)(2)(A) or (B), and 11204(c)(2)(D), during the development and implementation of the PPPP prioritization project³. If an application does not address all the statutorily required uses, which are summarized below, the application will be deemed ineligible for funding.

Eligible Activities

An eligible entity shall develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion on the applicable short and long-range transportation plans.

Use of Funds

For metropolitan planning organization applicants:

Prioritization projects eligible for funding under this grant program must meet the following criteria:

- a. The process developed under the prioritization project shall include the development of priority objectives for the area in consultation with the State and through a public process that provides an opportunity for public input.
- b. The process developed under the prioritization project shall include criteria identified by MPO, that MPO has determined support:
 - The planning factors described in section 134(h) of Title 23, U.S.C., and section 5303(h) of Title 49, U.S.C.;
 - Targets for national performance measures under section 150(b) of Title 23, U.S.C.; and
 - Any applicable transportation goals in the metropolitan planning area or State set by the applicable transportation agency.

Criteria established under a prioritization project may be weighted to reflect the priority objectives developed through consultation with the State and the public. The process developed under a prioritization project shall:

³ Throughout this NOFO, the development of the prioritization process eligible for PPPP funding will be referred to as the prioritization project. The actions that would eventually be selected by a State or MPO for funding through a funded prioritization process are referred to as projects.

- a. Assess and score strategies on the basis of the contribution and benefits of each strategy to each priority objective that has been developed.
- b. Assess and score strategies on the basis of the cost of the strategy relative to the contribution and benefits assessed and scored against the priority objectives.
- c. Assess and score projects on the basis of the contribution and benefits of each project to each priority objective that has been developed.
- d. Assess and score projects on the basis of the cost of the proposed project relative to the contribution and benefits assessed and scored against the priority objectives.
- e. Ensure that the public has opportunities to provide public comments on projects before decisions are made on inclusion in the Metropolitan Transportation Plan (MTP) or Transportation Improvement Plan (TIP).
- f. Use the scores and evaluation to create a ranked list of proposed projects to guide project selection and, with respect to the priority list under, include projects according to the rank of the project except as provided in Exceptions to Priority Ranking.
- g. Ensure that the public has access to clear reasons why each project or strategy was selected or not.

For State Department of Transportation applicants:

Prioritization projects eligible for funding under this grant program must meet the following criteria:

- a. The process developed under the prioritization project shall include the development of priority objectives for the area in consultation with all MPO and through a public process that provides an opportunity for public input.
- b. The process developed under the prioritization project shall include criteria identified by the State, which may be weighted to reflect Statewide priorities, and that the State has determined support:
 - The planning factors described in section 135(d) of Title 23, U.S.C., and section 5304(d) of Title 49, U.S.C.;
 - National transportation goals under section 150(b) of Title 23, U.S.C.; and
 - Any applicable transportation goals in the metropolitan planning area or State set by the applicable transportation agency.

The criteria established under a prioritization project may be weighted to reflect the priority objectives developed under the consultation process with the relevant MPO and the public. The process developed under a prioritization project shall:

- a. Assess and score strategies on the basis of the contribution and benefits of each strategy to each priority objective that has been developed.
- b. Assess and score strategies on the basis of the cost of the strategy relative to the contribution and benefits assessed and scored against the priority objectives.
- c. Assess and score projects on the basis of the contribution and benefits of each project to each priority objective that has been developed.

- d. Assess and score projects on the basis of the cost of the proposed project relative to the contribution and benefits assessed and scored against the priority objectives.
- e. Ensure that the public has opportunities to provide public comment on projects before decisions are made on inclusion in the MTP or TIP.
- f. Use the scores and evaluation to create a ranked list of proposed projects to guide project selection and, with respect to the priority list, include projects according to the rank of the project except as provided in Exceptions to Priority Ranking.
- g. Ensure that the public has access to clear reasons why each project or strategy was selected or not.

For both State Department of Transportation and metropolitan planning organization applicants: Exceptions to Priority Ranking

The PPPP statute outlines requirements for excepting projects from the selection process funded by PPPP. In the case of any project that a State DOT or MPO chooses to include or not include in the TIP in a manner that is contrary to the priority ranking for project selection established under the developed prioritization process, the eligible entity shall make publicly available an explanation for the decision including:

- a. A review of public comments received regarding the project.
- b. An evaluation of public support for the project.
- c. An assessment of geographic balance of projects of the eligible entity.
- d. The number of projects of the eligible entity in economically distressed areas.

Applicants are advised that DOT will continue to screen applications for eligibility throughout the application review process described in Section F.

3. COST SHARING

The Federal cost share for eligible activities carried out under this NOFO may be up to 100 percent. Applicants using other Federal funds in conjunction with PPPP funds must comply with cost sharing requirements associated with each Federal funding source.

Cost sharing means the portion of the prioritization project's cost not paid for with Federal funds. Non-Federal sources of income include State funds originating from programs funded by State revenue or local revenue funding programs, or private funds. Additional information on non-Federal matching requirements can be found at: <https://www.transportation.gov/grants/dot-navigator/understanding-non-federal-match-requirements>.

4. OTHER

Applications determined to be late, duplicates of applications submitted for the same round of applications, or incomplete applications will not be reviewed under this funding opportunity.

Any cost savings realized after the implementation of a funded PPPP prioritization project may be used for any transportation planning purpose, as outlined in the terms and conditions of the executed grant agreement. See IIJA Section 11204(c)(2)(C). Applicants are advised that FHWA will review the budget provided to ensure funds requested for the PPPP project are reasonable for the award.

5. APPLICATION LIMIT

Only one application may be submitted by an eligible applicant for funding.

C. PROGRAM DESCRIPTION

1. PROGRAM PURPOSE

The purpose of PPPP is to support data-driven approaches to planning that, upon completion, can be evaluated for public benefit.

2. PROGRAM GOALS AND ADMINISTRATION PRIORITIES

The primary goal of PPPP is to fund the development and implementation of a transparent, publicly accessible prioritization process for short-range and long-range transportation planning. The program mandates a data-driven approach to evaluate and select projects that improve safety, access, system condition, and reliability.

DOT seeks to fund projects advancing the priorities of the Trump Administration as described in DOT's mission statement and across E.O.s. DOT 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. Under this program, DOT will seek to award funding to prioritization projects that address core infrastructure, improve economic competitiveness, reinvest in the American family, and promote innovation.

[Section F](#) of this NOFO describes the process for selecting prioritization projects furthering the goals and priorities for this program and the Trump Administration. [Section H](#) describes progress and performance reporting requirements for selected projects, including the relationship between reporting and the program's selection criteria.

3. PROGRAM AUTHORIZATION AND FUNDING

Section 11204 of the IIJA (Public Law (Pub. L.) No.117-58, November 15, 2021) established the PPPP Competitive Grant Program and authorizes \$10 million annually from HTF for FYs 2022 through 2026. The annual funding is subject to reduction based on the imposition of the annual obligation limitation on Federal-aid highway programs.

This NOFO includes total funding of up to \$20 million in FYs 2025 and 2026 PPPP funding. DOT may also award up to \$6 million in remaining and available funding from FY 2024 under this opportunity.

For each fiscal year of PPPP funds available under this NOFO, there is an obligation deadline as described in the chart below. Obligation of PPPP grant funds occurs when a selected applicant enters into a grant agreement with FHWA and FHWA authorizes the prioritization project to proceed. The total period of performance for the award(s) is anticipated to be between 1 and 4 years. The period of performance will begin on the date of grant agreement execution.

Fiscal Year	HTF Obligation Deadline
FY 2024	September 30, 2027
FY 2025	September 30, 2028
FY 2026	September 30, 2029

This NOFO is subject to the availability of funding. The Government's obligation under any resulting award is contingent upon the availability of funding. There is no legal liability on the part of the Government for any payment that may arise until funds are available and obligated to an award. DOT is not obligated to make any award as a result of this notice.

4. AWARD SIZE

Under Section 11204(c)(3) of IIJA, the maximum amount of a grant under PPPP is \$2 million.

5. TYPE OF AWARD

The anticipated award(s) will be cost-reimbursable grant agreements. See [Section G](#) for additional information on cost reimbursement.

6. PERFORMANCE GOALS

See [Section H](#) for details on performance reporting requirements and goals.

7. PREVIOUS AWARDS

Previous program awards can be reviewed at <https://www.fhwa.dot.gov/planning/pppp>.

8. BUY AMERICA REQUIREMENTS

Funds made available under this NOFO are subject to domestic preference requirements. See [Section H](#) of this NOFO for additional details. Applicants can also refer to the FHWA Construction Program [Guide](#) for more information about addressing FHWA's Buy America requirements and Build America Buy America requirements.

D. APPLICATION CONTENTS AND FORMAT

1. APPLICATION FORMAT

All applications must be submitted electronically through www.grants.gov.

Application files should be single-spaced, 12-point standard font (*e.g.*, Times New Roman), with 1-inch margins. Files should be in PDF unless otherwise specified (*e.g.*, Excel based forms and location files such as Shapefile or KML/KMZ). DOT recommends applicants use a file naming format of: “[Applicant organization#]-2026-[Prioritization Process Pilot Program]” where “Applicant organization” reflects the applicant’s legal name, abbreviated as appropriate, and where “#” represents the order of applicant priority for the grant, if more than one application is submitted due to applicant updates prior to the grant period closing. If necessary, the workspace title can be edited per the instructions on Grants.gov.

The application package must consist of the following:

All Application Types
Standard Form (SF) 424 (Application for Federal Assistance)
Grants.gov Lobbying Form (Certification Regarding Lobbying)
SF-LLL (Disclosure of Lobbying Activities form)
SF-424A (Budget Information for Non-Construction Projects)
SF-424B (Assurances for Non-Construction Programs)
The PPPP Application Template (see Section D.2) must be added as an attachment to item 15 of the SF-424.

2. APPLICATION CONTENT

Standard Forms

All mandatory SFs of the 424 family are available for download at <https://www.grants.gov/forms/forms-repository/sf-424-mandatory-family>.

For more information on SF, please see: [Standard Forms | FHWA](#).

The Prioritization Process Pilot Program Application Template

Applicants must complete the PPPP Application Template and include it as an attachment to Item 15 of their SF-424. The Application Template should provide all information necessary for DOT to determine the prioritization project satisfy the eligibility requirements described in [Section B](#) and evaluate the criteria specified in [Section F](#).

FHWA will only review the completed Application Template and the allowable supplemental documents (*e.g.*, budget, schedule, design plans, etc.) specified within the Application Template instructions.

The application must provide a budget for the prioritization project, either within the Application Template itself, or as an attachment. The budget must list the amount and percent of both the

Federal funding requested and any additional non-Federal funds, if any, to be used to pay for the prioritization project.

The Application Template can be found on [Grants.gov](https://www.grants.gov).

3. SHARING OF APPLICATION INFORMATION

DOT may share application information within DOT or with other Federal Agencies if DOT determines sharing is relevant to the respective program's objectives.

For information on confidential business information please see: [Sharing of Application Information | FHWA](#).

E. SUBMISSION REQUIREMENTS AND DEADLINE

1. ADDRESS TO REQUEST APPLICATION PACKAGE

Applicants may obtain application forms, including the Application Template, on [Grants.gov](https://www.grants.gov) under the Funding Opportunity Number under [Section A](#).

Once at [Grants.gov](https://www.grants.gov), select the Search Grants tab. Then enter one of the following:

- Opportunity Number: FHWA-PPPP-26-001
- Opportunity Name: Fiscal Years 2025 and 2026 Prioritization Process Pilot Program Competitive Grant Program.
- Assistance Listing Number: 20.262

Select the grant entry. This will open the grant opportunity Webpage. This Webpage has details about the grant and a link to the application. Click the "View on Grants.gov" button. This will open the grant opportunity on the Grants.gov Website. The first tab is a synopsis of the Opportunity. There is also a "Package" tab which contains the application package. Select the "Package" tab to download the forms needed to submit a FYs 2025 and 2026 PPPP application. The applicant must complete and submit all forms included in the application package for this notice, as contained at [Grants.gov](https://www.grants.gov).

Should applicants have any difficulties in accessing any SFs and require paper copies, please contact the Agency contact provided in [Section A](#) of this NOFO.

2. UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD MANAGEMENT

Each applicant must:

- Be registered in System for Award Management (SAM) at [SAM.gov](https://www.sam.gov) before submitting its application;
- Provide a valid Unique Entity Identifier in its application; and

- Continue to maintain an active registration in [SAM.gov](https://sam.gov) with current information at all times during which it has an active Federal award or an application under consideration by a Federal Agency.

Please note the SAM registration process takes several weeks to complete.

3. SUBMISSION INSTRUCTIONS

All applications must be submitted electronically through [Grants.gov](https://grants.gov). The Department does not accept applications via mail, fax, email, or other means. Additional resources on applying through [Grants.gov](https://grants.gov) can be found at <https://www.grants.gov/applicants>.

4. SUBMISSION DEADLINE

FYs 2025 and 2026 PPPP applications must be submitted through [Grants.gov](https://grants.gov) by 11:59 PM EST on October 30, 2026. [Grants.gov](https://grants.gov) attaches a time stamp to each application at the time submission is complete.

5. CONSIDERATION OF APPLICATIONS

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid, on-time applications through [Grants.gov](https://grants.gov) will be eligible for evaluation and possible selection for award.

To the extent practicable, applicants should provide supporting data and documentation in a form directly verifiable by DOT. DOT may, but is not required to, reach back to applicants for the purpose of clarifying application information. DOT will not request additional information to perfect incomplete applications.

6. SUBMISSION ISSUES

For information on submission issues and more information on late applications, please see: [Submission Issues | FHWA](#).

7. INTERGOVERNMENTAL REVIEW

This program is not subject to E.O. 12372, *Intergovernmental Review of Federal Programs*.

F. APPLICATION REVIEW INFORMATION

1. MERIT CRITERIA

DOT will evaluate applications submitted in response to this notice using the following Merit Criteria: Innovation, Economic Competitiveness, Reinvesting in the American Family, and Addressing Core Infrastructure. The ratings for each Merit Criteria will also be assigned a label of Highly Responsive, Responsive, or Non-Responsive. These will be used at the conclusion of

the Merit Criteria evaluation to assign the application an overall Merit Criteria rating.

Criterion #1 Innovation

Under this Merit Criterion, FHWA will consider the extent to which the prioritization project aligns with planning factors and the Trump Administration's priority to promote innovation, as demonstrated in the table below.

Merit Criterion	Highly Responsive	Responsive	Non-Responsive
Criterion 1: Innovation The application describes how the applicant's proposed prioritization process design would use innovative and effective methods, and facilitate evaluation of its effectiveness in achieving its goals: A. For the public to engage in project selections during development of either: (1) Short range transportation plans; or (2) Long range transportation plans. B. For providing the public access to clear reasons why each project or strategy was selected or not selected within either: (1) The Statewide Transportation Improvement Program or TIP; or (2) Long range transportation plans. C. To consult with the State (if the applicant is an MPO) or consult with all designated MPOs within the State (if the applicant is the State). D. To identify, develop, and implement priority objectives for the prioritization plan. E. To integrate strategic goals from multiple programs and transportation agencies to strengthen multimodal and intermodal planning and to improve programming decisions. F. To ensure the developed process continuously identifies relevant transportation performance measures that are applicable for their State or metropolitan planning through time.	The application demonstrates how the applicant's proposed prioritization process will meet at least five of the six objectives.	The application demonstrates how the applicant's proposed prioritization process will meet at least three of the six objectives.	The application fails to demonstrate how the applicant's proposed prioritization process will meet at least three objectives.

Criterion #2 Economic Competitiveness

Under this Merit Criterion, FHWA will consider the extent to which the prioritization project aligns with planning factors and the Trump Administration's priority to promote economic competitiveness, as demonstrated in the table below.

Merit Criteria	Highly Responsive	Responsive	Non-Responsive
Criterion 2: Economic Competitiveness The application describes how the applicant's proposed prioritization process design and purpose would leverage relevant quality data to: A. Support economic vitality, especially by enabling global competitiveness, productivity, and efficiency. B. Enhance travel and tourism. C. Consider intermodal or multimodal freight mobility needs. D. Consider freight bottlenecks as identified in the National Freight Strategic Plan, a State Freight Plan, or as measured by relevant freight industry associations.	The application demonstrates how the applicant's proposed prioritization process will meet all of the objectives.	The application demonstrates how the applicant's proposed prioritization process will meet at least two of the four objectives.	The application fails to demonstrate how the prioritization activities will address at least two objectives.

Criterion #3 Reinvesting in the American Family

Under this Merit Criterion, FHWA will consider the extent to which the prioritization project aligns with planning factors and the Trump Administration's priority to reinvest in the American family, as demonstrated in the table below.

Merit Criteria	Highly Responsive	Responsive	Non-Responsive
Criterion 3: Reinvesting in the American Family The application describes how the applicant's proposed prioritization process design and purpose would leverage relevant quality data to: A. Promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns. B. Enhance the integration and connectivity of the transportation system, across and between modes, for people. C. Improve wayfinding and user experience. D. Make transportation more affordable for families. E. Support the expansion and modernization of transportation in rural communities.	The application demonstrates how the applicant's proposed prioritization process will meet at least four of the five objectives.	The application demonstrates how the applicant's proposed prioritization process will meet at least two of the five objectives.	The application fails to demonstrate how the applicants proposed prioritization process will meet at least two objectives.

Criterion #4 Addressing Core Infrastructure:

Under this Merit Criterion, FHWA will consider the extent to which the prioritization project aligns with planning factors and the Trump Administration's priority to improve core infrastructure, as demonstrated in the table below.

Merit Criteria	Highly Responsive	Responsive	Non-Responsive
Criterion 4: Investing in Core Infrastructure The application describes how the applicant's proposed prioritization process design and purpose would leverage relevant, quality data to: A. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. B. Emphasize the preservation of the existing transportation system. C. Promote efficient system management and operation. D. Increase security of the transportation system. E. Increase the safety of the transportation system for motorized and nonmotorized users. F. Enhance the integration and connectivity of the transportation system, across and between modes, for freight. G. Improve the condition existing transportation infrastructure, particularly infrastructure with high cost of failure.	The application demonstrates how the applicant's proposed prioritization process will meet at least five of the seven objectives.	The application demonstrates how the applicant's proposed prioritization process will meet at least three of the seven objectives.	The application does not demonstrate how the applicants proposed prioritization process will meet at least three objectives.

MERIT CRITERIA RATINGS

Based on the assessment described in [Section F.1](#) above, DOT will assign a Merit Criteria rating as shown in the table below.

Merit Criteria Rating	Description
High	At least three of four Merit Criteria are rated Highly Responsive, and one Merit Criteria is rated Responsive.
Medium	All Merit Criteria are rated at least Responsive.
Low	Any of the Merit Criteria are rated Non-Responsive.

2. READINESS ASSESSMENT

To assess the likelihood of successful implementation, DOT will consider readiness for eligible applications receiving a medium or higher Merit Criteria rating.

For the Readiness Assessment, DOT will consider two evaluation ratings: Technical Assessment and Financial Completeness Assessment. DOT will use information from the Readiness Assessment portion of the application as well as information contained throughout the application to complete the Readiness Assessment. The ratings for each Readiness Assessment criteria will also be assigned a numerical label. These will be used at the conclusion of the Readiness Assessment to assign the application an overall readiness rating.

Readiness: Technical Assessment

The Technical Assessment will evaluate the applicant's capacity to successfully deliver the prioritization project in compliance with applicable Federal requirements and also assesses the technical feasibility of the prioritization project as described in the application. Technical Assessment ratings will be one of the following: Certain (3), Somewhat Certain (2) or Unknown or Uncertain (1), as defined in the table below.

Technical Assessment ratings will be based on:

Rating	Certain (3)	Somewhat Certain (2)	Unknown or Uncertain (1)
Technical Assessment Elements: A. The applicant has the staffing and technical resources to deliver the prioritization project. B. The prioritization project will comply with all applicable Federal requirements. C. The applicant demonstrates a commitment for timely prioritization project delivery as demonstrated by the schedule information in the application. D. The applicant demonstrates the technical feasibility of the prioritization project.	The application demonstrates the applicant and prioritization project will meet all four Technical Assessment Elements.	The application demonstrates the applicant and prioritization project will meet Elements B, C, and D, and may not currently have the resources to deliver the prioritization project but will obtain needed resources to deliver the prioritization project if awarded.	The application fails to demonstrate the applicant or prioritization project will meet Elements B, C, and D, and may not currently have the resources to deliver the prioritization project and does not commit to obtaining the necessary resources.

Readiness: Financial Completeness Assessment

The Financial Completeness Assessment evaluates the availability of matching funds and whether the applicant presented a complete funding package and will receive a rating of Complete (3), Partially Complete (2), or Incomplete (1), as defined in the table below. Financial Completeness Assessment ratings will be based on:

Rating	Complete (3)	Partially Complete (2)	Incomplete (1)
Financial Completeness Assessment Elements: A. The application includes complete and reasonable funding estimates based on recent stages of proposal development. B. The application includes a plan to address potential cost overruns. C. The application demonstrates reasonable availability of all funding needed to complete the prioritization project with an award.	The application demonstrates the applicant and prioritization project will meet Financial Completeness Assessments Elements A, B, and C.	The application demonstrates the applicant and prioritization project will meet Elements A and C. However, while a plan for cost overruns is provided, it is incomplete or based on approaches or funding sources not reasonably assumed available to the applicant.	The application fails to demonstrate that the applicant or prioritization project will meet Elements A, B, or C.

The Readiness Ratings described above will be translated to a High, Medium, or Low rating using the table below:

Readiness Rating	Description
High	Both Readiness Assessment categories are rated as a 3.
Medium	Both Readiness Assessment categories are rated as at least a 2 but both are not a 3.
Low	Any readiness assessment category is rated as a 1.

3. OVERALL RATING OF THE APPLICATION

The DOT will assign each eligible application an overall rating of Highly Recommended, Recommended, or Not Recommended. The rating will be assigned on the following basis:

- A rating of Highly Recommended will be assigned to an application that received no less than a High rating for both Merit Criteria and readiness.
- A rating of Recommended will be assigned to an application that received no less than a Medium rating for both Merit Criteria and readiness.
- A rating of Not Recommended will be assigned to an application that received a Low rating for either Merit Criteria or readiness.

4. DOT PRIORITY CONSIDERATIONS

After completing the Merit Criteria review and Readiness Assessment, among applications of similar application rating of Highly Recommended or Recommended, DOT may prioritize selections based on one or more of the considerations described below.

- DOT may provide awards to a broad range of eligible recipients rather than to a select group of repeat players.
- DOT may provide awards to a broad range of geographic recipients.
- DOT may provide awards to applications receiving a high Merit Criteria Rating.
- DOT may provide awards to applications demonstrating a priority process that includes prioritizing congestion reduction.
- DOT may prioritize projects that consider repurposing, as part of their prioritization process, existing specialized travel lanes for bicycles for general purpose use, including by single-occupant motor vehicles, if the applicant demonstrates the repurposing will meet the PPPP program purpose.

The applicant should support how the prioritization project may meet these selection considerations within its application.

5. REVIEW AND SELECTION PROCESS

DOT will review applications received by the deadline for completeness and eligibility based on the information found in [Section B](#) of this notice. This review phase is referred to as the intake and eligibility review. Applications that pass the intake and eligibility review will be evaluated by the Technical Review Team (TRT), and once evaluated and rated, will then be evaluated by the Senior Review Team (SRT), to determine which applications are presented to DOT leadership for final selection, as described below.

Technical Review

The evaluation of eligible applications will be conducted by a TRT, comprised of FHWA staff. TRT will evaluate each eligible application against the Merit Criteria in Section F. TRT will then complete the readiness assessment as described under Section F to determine which applications are rated as Highly Recommended, Recommended, or Not Recommended.

TRT will then evaluate each Highly Recommended and Recommended application for its responsiveness to the DOT priority considerations. TRT will send to the SRT information on all eligible applications including the rating for each Merit Criterion, the readiness assessment rating, and the evaluation of responsiveness to the DOT priority considerations.

Senior Review

SRT may consist of officials from the Office of the Secretary of Transportation, the FHWA Administrator, and others in senior leadership positions requested to serve by the FHWA Administrator.

SRT will determine which applications advance to senior Departmental leadership for final selection. DOT leadership has the discretion to determine which applications best address PPPP Competitive Grant Program Merit Criteria, Readiness Assessment, and selection considerations, and should be selected for award.

The Department intends to apply principles from [DOT Order 2100.7 \(Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities\)](#) and [DOT Order 2100.9 \(Ensuring Nondiscrimination and Equal Opportunity in Department of Transportation Policies, Programs, and Activities\)](#) when evaluating applications and making award selections. To the maximum extent permitted by law, DOT will prioritize projects that are in alignment with the principles outlined in DOT Orders 2100.7 and 2100.9.

Reduced Awards

DOT may enter into discussions with an applicant to discuss, if mutually agreeable, a lesser scaled amount of a potential award. This may occur because of the quantity, size and scope of the applications received in response to this NOFO and the results of the application review process.

6. APPLICANT RISK ASSESSMENT

Prior to award, each selected applicant will be subject to a risk assessment required by 2 Code of Federal Regulations (CFR) § 200.206. DOT must review and consider any information about the applicant in the designated integrity and performance system accessible through SAM. An applicant may review information in SAM.gov and comment on any information about itself that a Federal awarding Agency previously entered. DOT will consider comments by the applicant, in addition to other information in SAM.gov, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the risk assessment. DOT reserves the right to deny an award based on the results of the risk assessment or include special conditions that correspond to the degree of risk assessed may be applied to the Federal award in accordance with 2 CFR § 200.206.

DOT will consider the following factors in its risk assessment in accordance with 2 CFR § 200.206:

- Financial stability-the applicant's record of effectively managing financial risks, assets, and resources;
- Management systems and standards-quality of management systems and ability to meet the management standards prescribed in this part;
- History of performance, if applicable-the applicant's record of managing previous and current Federal awards, including compliance with reporting requirements and conformance to the terms and conditions of Federal awards, if applicable; audit reports and findings - reports and findings from audits performed under subpart F or the reports and findings of any other available audits, if applicable; and

- Ability to effectively implement requirements-the applicant’s ability for effective implementation of statutory, regulatory, or other requirements imposed on recipients of Federal awards.

G. AWARD NOTICES

1. HOW APPLICATION SELECTIONS ARE ANNOUNCED

Following the evaluation outlined in [Section F](#), DOT will announce awarded prioritization projects by posting a list of selections at: [PPPP](#). Notice of selection is not authorization to begin performance or to incur costs for the proposed prioritization project. Following the announcement, DOT will contact the point of contact listed in the SF-424 to initiate negotiation of the project agreement for authorization.

The PPPP grants will be awarded upon the execution of a grant agreement between DOT and the recipient.

Unsuccessful applicants may request a debriefing up to 60 days after the selected funding recipients are publicly announced. The request must be submitted by the applicant identified on the SF-424. The debrief will be limited to how the application responded to the grant program evaluation criteria described in [Section F](#) of the NOFO. All debrief requests should be submitted to PPPP@dot.gov.

2. REIMBURSEMENTS AND COSTS INCURRED PRIOR TO AWARD AND OBLIGATION OF GRANTS

Unless authorized by DOT in writing after announcement of FYs 2025 and 2026 PPPP selections, any costs incurred prior to DOT’s obligation of funds for a prioritization project are ineligible for reimbursement and are ineligible cost share requirements. DOT will primarily administer grants on a reimbursement basis. Under the reimbursement approach, DOT funds will reimburse recipients only for costs incurred after execution of a grant agreement for costs DOT determines to be allowable, reasonable, and allocable, as defined under 2 CFR Part 200. Reimbursement will occur after the recipient submit valid reimbursement requests.

If a recipient cannot complete a prioritization project on a reimbursable basis DOT will, on a case-by-case basis, consider recipient requests to use alternative payment methods as described under 2 CFR 200.305(b).

H. POST-AWARD REQUIREMENTS AND ADMINISTRATION

1. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS

Administrative Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal awards found in 2 CFR Part 200, as adopted by DOT at 2 CFR Part 1201. Applicable Federal laws, rules, and regulations set forth in Title 49 of the CFR, shall apply to awards provided under this program.

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 DOT and FHWA; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget (OMB). In complying with these requirements, recipients 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 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.

Program Requirements

Critical Infrastructure Security, Cybersecurity and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all threats and hazards, including physical and cyber risks, consistent with National Security Memorandum 22 to secure and enhance the resilience of U.S. Critical Infrastructure. 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 prioritization project. Prioritization projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and prioritization project oversight, as determined by DOT and the U.S. Department of Homeland Security, will be required to do so before receiving funds.

Domestic Preference Requirements

As expressed in E.O. 14005, *Ensuring the Future Is Made in All of America by All of America's Workers* (86 Federal Register 7475), the Executive Branch should maximize, consistent with law, the use of goods, products, and materials produced, and services offered in, the United States. Funds made available under this notice are subject to FHWA's steel, iron, and manufactured product domestic requirements at 23 U.S.C. 313 and 23 CFR 635.410, and the construction materials domestic preference requirement at Pub. L. 117-58, div. G §§ 70901–70927, as implemented by OMB at 2 CFR Part 184. DOT expects all applicants to comply with those requirements.

Federal Anti-Discrimination

- Except where prohibited by court order, pursuant to E.O. 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of 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, U.S.C.
- Except where prohibited by court order, pursuant to E.O. 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each recipient must certify that it does not operate any programs promoting diversity, equity, and inclusion 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 provisions with respect to a particular applicant or recipient, DOT will not implement or enforce the relevant provision(s) against that applicant or recipient for as long as the order remains in place.

Compliance with Federal Law and Policies

Except where prohibited by court order the applicant assures and certifies, with respect to any application and awarded prioritization project under this NOFO, it will comply with all applicable Federal laws, regulations, E.O., policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.

2. REPORTING

Each applicant selected for PPPP funding must submit semi-annual progress reports and semi-annual Federal Financial Reports (SF-425) to monitor prioritization project progress and ensure accountability and financial transparency in the program.

Each PPPP awardee must collect and report to FHWA information on performance measures. Each applicant selected for PPPP grant funding must collect and report to FHWA information on PPPP prioritization project's performance based on performance indicators FHWA identifies related to program goals (e.g., data driven approach to project prioritization, publicly accessible and transparent process, implemented process and other information as requested by FHWA). Performance indicators should include measurable goals or targets that FHWA will use internally to determine whether the prioritization project meets program goals, and grant funds achieve the intended long-term outcomes of PPPP. FHWA will work with the grant recipient to establish recommended two to four performance indicators that enable FHWA to measure and evaluate the outcomes of the individual grant, relative to the program goals. Performance reporting may continue for several years after the prioritization project is completed.

Per the [Performance and Program Evaluation statement on the FHWA Website](#), FHWA reserves the right to request additional information, if deemed needed, to better understand the status of the prioritization project. The successful applicant will provide additional financial reporting

beyond the quarterly reporting if such statements are necessary to address DOT's Stewardship and Oversight responsibility of the awarded grant funds. The successful applicant also agrees to allow periodic prioritization project inspections and DOT will provide notice for such inspections.