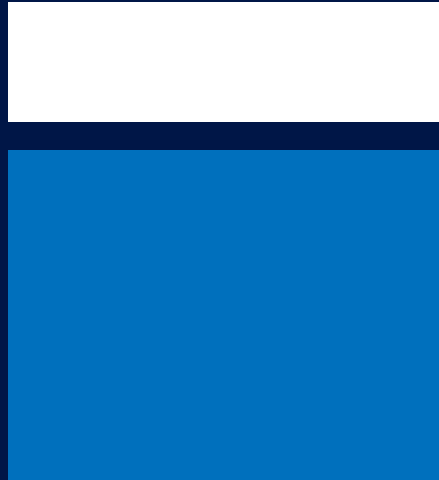


FY2023 High Priority - Notice of Funding Opportunity (NOFO) Funding Conference

Tuesday, February 14, 2023



U.S. Department of Transportation
Federal Motor Carrier Safety Administration



Agenda

- Fiscal Year 2023 High Priority NOFOs
- Eligibility Requirements
- Compliance & Certification Requirement
- Fiscal Year 2023 High Priority – National Priorities
- Application Forms & Narrative Requirements
- Applicant Resources
- Examples of Incomplete and Complete Project Narratives Sections

FY 2023 High Priority Notice of Funding Opportunity (NOFO)

- **FY2023 High Priority – Commercial Motor Vehicle (HP-CMV)**
 - **Opp # FM-MHP-23-001** due date 4/3/23 by 5:00 pm EST
 - Programmatic - Bettina Conroy - Bettina.Conroy@dot.gov
 - Financial/Application Submission –Tiffany Boyd- tiffany.boyd@dot.gov
 - **Period of Performance** - Federal FY in which the award is made plus two additional fiscal years
- **FY2023 High Priority – Innovative Technology Deployment (HP-ITD)**
 - **Opp # FM-MHP-23-002** due date 4/3/23 by 5:00 pm EST
 - Programmatic – Leroy Taylor– leroy.taylor@dot.gov
 - Financial/Application Submission – James Ross – James.Ross@dot.gov
 - **Period of Performance** - Federal FY in which the award is made plus four additional fiscal years

Eligibility Requirements

HP-CMV – unless otherwise noted in the priority

- State government agencies including District of Columbia, Commonwealth of Puerto Rico, Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands;
- local governments (including county, city, township, and special district);
- Federally recognized Native American tribal governments;
- institutions of higher education;
- non-profit organizations with a 501(c)(3) status with the Internal Revenue Service; and
- **For Profit Organizations and Individuals are NOT an eligible entity.**

HP-ITD

- States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands; and
- **For Profit Organizations and Individuals are NOT an eligible entity.**

Title VI Program Compliance Plan Award Requirement

- **Standard Title VI/Non-Discrimination Program Assurance and Plan Title VI Assessments**
 - This is a requirement which commits the grant applicant to complying with Title VI and related nondiscrimination authorities.
 - The Assurance and Plan Title VI Assessment must be received and approved by the FMCSA Title VI Program Manager
 - Recorded webinar available at <https://www.fmcsa.dot.gov/grantswebinars>
 - Questions on Title VI Program Assurance and Compliance Plan
 - **Contact Lester Finkle at Lester.Finkle@dot.gov**

Participation by Local Law Enforcement Agencies & Other Applicants - HP-CMV NOFO Only

- Any local law enforcement agency applying directly to FMCSA for HP-CMV funding **must provide a statement within the application certifying** that the applicant meets the eight conditions from **49 CFR § 350.405**.
- Non-law enforcement applicants (e.g., institutions of higher education, non-profit organizations, etc.) **must also certify** compliance with the conditions cited below but may state within their application a reason for exemption to the terms and conditions under (b), (g), and (h), if they are not directly responsible for law enforcement activity and/or no current database access exists for their specific project.

Certification must be included in the Introduction section of the Project Narrative

The County of XXX, Sheriff Department, certifies meeting the all conditions listed in 49 CFR § 350.405

or

University ZZZ (or Not for Profit XXX), certifies meeting (***follow exemption instructions in NOFO***) in 49 CFR § 350.405



FY 2023 High Priority - National Priorities

- **Enforcement and Compliance with Safety Regulations - HP-CMV NOFO**

Traffic Enforcement in high-crash areas * Special Emphasis Area – CMV safety in Work Zones	CMV Safety on Rural Roads * Special Emphasis Area – Migrant Worker Transportation in Rural Areas	Passenger Safety Initiatives * Special Emphasis Area – Immobilization of Unsafe Passenger Carrying CMVs	Drug and Alcohol Clearinghouse (DACH) violations & Drug Interdiction Assistance Program (DIAP) Training	Increased State Investigations
Skill Performance Evaluation	Public Awareness and Education	Lead MCSAP State Agencies Compatibility	Technologies to Improve CMV Safety Through Enforcement	Human Trafficking

- **Performance and Registration Information Systems Management (PRISM) - HP-CMV NOFO**
- **State Safety Data Quality (SSDQ) - HP-CMV NOFO**
- **Innovative Technology Deployment (ITD) - HP-ITD NOFO**

Traffic Enforcement (TE) in High-Crash Areas

- **Eligible Entities:**
 - State & Local Enforcement Agencies
- **Applications must include:**
 - Enforcement of unsafe driving by CMV drivers, as well as drivers of non- CMVs operating unsafely in the immediate vicinity of CMVs. Applicants for this activity should consider and specify **outputs pertaining to CMV TE with an inspection, CMV TE without an inspection, and non-CMV TE.**
 - Sufficient performance-based information to justify enforcement.
- **Consideration for funding includes enforcement and inspections related to:**

• Work zone safety	• Excessive speed	• Driver fatigue
• Impaired driving	• Distracted driving – cell phone usage and texting	• Prohibited operation – Drug and Alcohol Clearing House (DACH) and Federal out of service orders (OOS) violations

CMV Safety on Rural Roads

- **Eligible Entities:**

- State & Local Enforcement Agencies

- **Applications must demonstrate:**

- Enforcement activities which address the unique challenges facing rural transportation networks.
- Sufficient performance-based information to justify enforcement.

- **Consideration for funding includes:**

- Safety inspections and other activities including Out of Service Orders and immobilization.

Passenger Safety Initiatives

- **Eligible Entities:**

- State & Local Enforcement Agencies

- **Applications must provide:**

- Sufficient performance-based information to justify enforcement.
- **Special Emphasis Area:** Applicant must have the authority to impound or immobilize passenger-carrying commercial motor vehicles within their jurisdiction.

- **Consideration for funding includes:**

- Safety inspections targeting passenger-carrying CMVs
- The immobilization and/or impoundment of passenger-carrying CMVs with an FMCSA out-of-service order and/or visible safety defect(s)
- Other activities relating to the immobilization and/or inspection of passenger-carrying commercial vehicles

Drug and Alcohol Clearinghouse (DACH) Violations

- **Eligible Entities:**

- State & Local Law Enforcement Agencies

- **Applications must include:**

- A detailed plan which includes a timeline and one or more of the activities below related to how the applicant will increase the catch rate of prohibited drivers and improve DACH:
 - Recognition, Prevention, Reporting, Enforcement

- **Consideration for funding includes:**

- Personnel and Travel expenses associated training
- Targeted Enforcement of CMV operators in a prohibited driver status
- Violation Tracking
- Information System improvement and connectivity

Drug Interdiction Assistance Program (DIAP) Training

- **Eligible Entities:**
 - State & Local Law Enforcement Agencies
- **Applications must include:**
 - DIAP training for law enforcement detection and interdiction of criminal activity involving CMVs
- **Consideration for funding includes:**
 - Personnel and Travel expenses associated training
 - Eligible, allowable, allocable and necessary expense associated with the above activities.

Increased State Investigations

- **Eligible Entities:**

- State & Local Law Enforcement Agencies

- **MCSAP Lead Agencies must:**

- Demonstrate how their activities go above and beyond CVSP approved investigations.

- **Consideration for funding includes:**

- Increase investigations (compliance reviews) consistent with FMCSA's Compliance, Safety, Accountability (CSA) model
- The development and deployment of compatible intrastate review programs consistent with FMCSA's CSA investigation model

Skill Performance Evaluation Training

- **Eligible Entities:**
 - State Agencies
- **Application must include:**
 - Itemized cost related personnel and travel expenses associated training
- **Consideration for funding includes:**
 - Eligible, allowable, allocable and necessary expense associated with the above activities.

Public Awareness and Education

- **Eligible Entities:**

- State government agencies including District of Columbia, Commonwealth of Puerto Rico, Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands;
- local governments (including county, city, township, and special district);
- Federally recognized Native American tribal governments;
- Institutions of higher education; and
- non-profit organizations with a 501(c)(3) status with the Internal Revenue Service.
- **For Profit Organizations and Individuals are NOT an eligible entity.**

- **Application must include:**

- Baseline analysis of the proposed target audience and identify specific methods that will be used to carry out outreach efforts and engage with target groups. The level of effort to facilitate delivery of proposed activities (e.g., number of personnel, events) must be clearly described, and sufficient performance outcome reporting metrics must be established (e.g., attendance, marketing touches) to ensure realization of outreach goals.
- Sufficient performance-based information to justify enforcement.

- **Consideration for funding includes:**

- Eligible, allowable, allocable and necessary expense associated with the above activities.

Lead MCSAP State Agencies Compatibility

- **Eligible Entities:**
 - Lead MCSAP State Agencies
- **MCSAP Lead Agencies must:**
 - Provide a detailed plan and timeline to include how activities will address:
 - FMCSA approved Corrective Action Plans associated with MCSAP Programmatic Review Findings; and/or
 - Efforts to avoid future findings and/or potential disqualification of MCSAP funding related to CVSP evaluations
- **Consideration for funding includes:**
 - Eligible, allowable, allocable and necessary expense associated with the above activities.

FMCSA has started to reinstitute the formalized MCSAP Reviews

Technologies to Improve CMV Safety Through Enforcement

- **Eligible Entities:**

- State government agencies including District of Columbia, Commonwealth of Puerto Rico, Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands;
- Local governments (including county, city, township, and special district);
- Federally recognized Native American tribal governments;
- Institutions of higher education;
- Non-profit organizations with a 501(c)(3) status with the Internal Revenue Service; and
- **For Profit Organizations and Individuals are NOT an eligible entity.**

- **Applicants must provide a detailed project plan and timeline associated with:**

- Development of technologies designed to promote safe driving behaviors (CMV and non-CMV in/around CMVs).
- Demonstration and/or enhancement of crash analysis tools capable of identifying high-risk corridors and traffic areas for the purposes of enforcement planning and deploying other CMV-related crash countermeasures.
- Sufficient performance-based information to justify enforcement.

- **Consideration for funding includes:**

- Eligible, allowable, allocable and necessary expense associated with the above activities.

Human Trafficking

- **Eligible Entities:**

- State government agencies including District of Columbia, Commonwealth of Puerto Rico, Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands;
- Local governments (including county, city, township, and special district);
- Federally recognized Native American tribal governments;
- Institutions of higher education;
- Non-profit organizations with a 501(c)(3) status with the Internal Revenue Service; and
- **For Profit Organizations and Individuals are NOT an eligible entity.**

- **Applications must include one or more of the following activities:**

- Recognition, Prevention, Reporting, Enforcement, Outreach/Public Education

- **Consideration for funding includes:**

- Personnel and Travel expenses associated training
- Safety inspections targeting Human Trafficking
- Outreach campaigns, Public Education, etc. to combat Human Trafficking related to CMV operation

Enforcement must be in conjunction with CMV inspections and other criteria outlined in 49 CFR § 350.207 (a)(20)(iii)

Performance and Registration Information Systems Management (PRISM)

- **Eligible Entities:**

- State government agencies including District of Columbia, Commonwealth of Puerto Rico, Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands
- **For Profit Organizations and Individuals are NOT an eligible entity.**

- **Applications must indicate:**

- The jurisdiction's current level of participation (Full, Enhanced, or Expanded) and explain how the project will meet specific program requirements to either maintain or enhance the State's current level of participation. Please refer to the MCSAP Comprehensive Policy (MCP), Section 4.3.1, for PRISM implementation information.

- **Consideration for funding:**

- Eligible, allowable, allocable and necessary expense associated with the above activities.

State Safety Data Quality (SSDQ)

- **Eligible Entities:**

- State government agencies including District of Columbia, Commonwealth of Puerto Rico, Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands;
- local governments (including county, city, township, and special district);
- Federally recognized Native American tribal governments;
- institutions of higher education; and
- non-profit organizations with a 501(c)(3) status with the Internal Revenue Service.
- **For Profit Organizations and Individuals are NOT an eligible entity.**

- **Applications must indicate:**

- How the project activities will improve the collection of crash and inspection data.
- **Please Note:** Non-MCSAP Lead agencies must confirm and document coordination with the MCSAP Lead Agency in the application, including which MCSAP lead agencies was contacted, date contact was made, and who was contacted.

- **Consideration for funding:**

- See NOFO Section A(IV)(G)

Innovative Technology Deployment (HP-ITD)

- **Eligible Entities:**

- States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands.
 - **For Profit Organizations and Individuals are NOT an eligible entity.**
- Applicants must respond to the five requirements outline in **NOFO Section C – Eligibility Information, Subsection 1(a) Eligible Applicants – General**
- Consideration for funding is outlined **NOFO Section A – Program Description Subsection 4 (i) HP-ITD Program Priorities.**



Application Forms & Narrative Requirements

SF-424 & SF-424A Forms

SF-424

Box 17 - Must have estimated start date and correct end date

Box 18 - Totals must be identical to the totals in 424a

17. Proposed Project:	
* a. Start Date: [REDACTED]	* b. End Date: [REDACTED]
18. Estimated Funding (\$):	
* a. Federal	688744
* b. Applicant	0
* c. State	0
* d. Local	0
* e. Other	0
* f. Program Income	0
* g. TOTAL	688744

SF-424

Box 21 - Must have Authorized Representative

Authorized Representative:	
Prefix: [REDACTED]	* First Name: [REDACTED]
Middle Name: [REDACTED]	
* Last Name: [REDACTED]	
Suffix: [REDACTED]	
* Title: Authorized Organization Representative	
* Telephone Number: [REDACTED] 8	Fax Number: [REDACTED]
* Email: [REDACTED]	
* Signature of Authorized Representative: [REDACTED] k	* Date Signed: [REDACTED]

SF-424a

Section A – Federal/Total Program

Section B - Totals must reflect total project cost per project

OMB Approval No. 4040-0006
Expiration Date: 02/28/2022

BUDGET INFORMATION - Non-Construction Programs						
SECTION A - BUDGET SUMMARY						
Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. [REDACTED]	20.237			\$688,744.00		\$688,744.00
2. [REDACTED]						
3. [REDACTED]						
4. [REDACTED]						
5. Totals				\$688,744.00		\$688,744.00
SECTION B - BUDGET CATEGORIES						
6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total	
	(1)	(2)	(3)	(4)	(5)	
a. Personnel		\$409,552.00				\$409,552.00
b. Fringe Benefits		\$199,248.00				\$199,248.00
c. Travel						
d. Equipment						
e. Supplies						
f. Contractual						
g. Construction						
h. Other		\$8,068.00				\$8,068.00
i. Total Direct Charges (sum of 6a-6h)		\$616,868.00				\$616,868.00
j. Indirect Charges		\$71,876.00				\$71,876.00
k. TOTALS (sum of 6i and 6j)		\$688,744.00				\$688,744.00
7. Program Income						

Authorized for Local Reproduction

Standard Form 424A (Rev. 7-97)

Budget Narrative

FY 2023 awards will be 100% Federally Funded!

Personnel Budget Narrative				
Position(s)	# of Staff	% of Time on Grant project	Annual Salaries	Total Cost
Sub-Total Personnel				

Applicants are strongly encouraged to use the budget narrative template which is included with the HP application packages on Grants.gov

Required Narrative Sections

- Introduction
- Problem Statement
- Performance Objective(s)
- Program Activity Plan
- Performance Measurement Plan
- Monitoring Plan
- Budget Narrative

Applicants **must** provide sufficient performance-based information for each of the required project narrative sections as described in section D(II)(B)

https://ai.fmcsa.dot.gov/downloadFile.axd/HP_Best_Practices_20190628.pdf

Example of Application with Multiple Projects

Project 1 – Title

1. Brief Introduction
2. Problem Statement
3. Performance Objective
4. Project Activity Plan
5. Perf Measurement Plan
6. Monitoring Plan
7. Budget Narrative

Project 2 – Title

1. Brief Introduction
2. Problem Statement
3. Performance Objective
4. Project Activity Plan
5. Perf Measurement Plan
6. Monitoring Plan
7. Budget Narrative

Project 3 – Title

1. Brief Introduction
2. Problem Statement
3. Performance Objective
4. Project Activity Plan
5. Perf Measurement Plan
6. Monitoring Plan
7. Budget Narrative

Comprehensive budget by 424a line item required

Introduction Section

- Provide a description of the purpose(s) for the project and must reference the applicable priority(s) being met as described in Section A(4) National Priority Descriptions. This section must include the intended outcome(s) of the proposed project. Please note, this section of the narrative must **include the Local Law Enforcement Agencies and Other Entities certification as outlined in Section C(1)(A)(a) and all eligible entities must address Racial Equity and Climate Change & Sustainability in as outlined in Section E (I)(B)(6).**

Example of Local Law Enforcement & Other Entities Certification

The County of XXX, Sheriff Department, certifies meeting the all conditions listed in
49 CFR § 350.405

University ZZZ (or Not for Profit XXX), certifies meeting (***follow exemption instructions in NOFO***) in
49 CFR § 350.405

Problem Statement Section

- Provide a qualitative and quantitative description which demonstrates the problem(s) the project will address.
- Include details on the performance data used to identify the problem and to establish the baseline.
- Applicants must include an objective data source, source date, and trend analysis; and also explain how the applicant collects, maintains, and analyzes the data.
- Data must include clear and concise information directly related to the problem(s).
- The required trend analysis must include the previous three-year performance metrics for the location of the identified problem(s), driver behaviors that contribute to the problem(s), and targeted location(s) (i.e., targeted State, county and/or county, highway and/or the mile markers involved).

Requirements when One or More Projects are Proposed

- **Project Limit Per Application**
 - HP-CMV & HP-ITD – **A maximum of four projects** are allowed per application
 - If more than four are submitted than only the first four will be considered for funding
- **What is a project?**
 - A project consists of one or more priorities that work toward achieving a defined goal.
- **If an application contains more than one project, the application must include:**
 - A separate program narrative, and budget narrative for each project proposed in the application.
 - A comprehensive budget



Application Review Information

Eligibility Criteria

- FMCSA will first screen all applications received by the due date to determine if the application is eligible.

Merit Evaluation Criteria

- FMCSA subject matter experts will review all eligible applications using the following Merit Evaluation Criteria:
 - Technical Merit -16 Criteria
 - Budget Cost Analysis – 8 Criteria
 - Program Specific Criteria - Section A-4
 - Past Performance – 5 Criteria
 - Other Review Information – 8 Criteria
 - Racial Equity and Climate Change & Sustainability
 - Demonstrate the degree to which it applies to the proposed project;
 - If not related to project activities, applicant should detail why they do not apply.
 - Not including the above information will impact an application's Merit Review
 - Must be included in the Introduction section of the Program Narrative



Applicant Resources

FMCSA Grants Management Training

United States Department of Transportation

FMCSA
Federal Motor Carrier Safety Administration

LOGIN Search FMCSA Website

a&i ANALYSIS & INFORMATION ONLINE

SMS Data Quality Crash Statistics Enforcement Programs Registration Statistics Grants A&I Resources

Grants MCSAP HP CDLPI Tools » Grants Management Training

FMCSA & State Users Log In

Grants Management Training

As part of the mission to reduce commercial motor vehicle crashes, FMCSA provides financial assistance to States and other partners through various grant opportunities—including the Commercial Driver's License Program Implementation (CDLPI) and High Priority (HP) grant programs. Complete the eLearning courses below and review the additional resources to learn more about these programs, the grants management lifecycle, the Office of Management and Budget (OMB) Uniform Guidance, and how FMCSA grants can help you meet your safety goals. While these materials are geared toward CDLPI and HP grant applicants, much of the information is also relevant for other FMCSA funding opportunities. By reviewing the eLearning courses and additional training resources, you can be prepared to apply for and manage FMCSA grants and partner with FMCSA to keep our roads safe.

Additional Resources

- › Glossary
- › CDLPI Grant Resource Guide
- › HP Grant Resource Guide
- › FMCSA Grants Resources
- › Grants.gov
- › GrantSolutions
- › OMB Uniform Guidance

GRANT APPLICATION

Learn about and apply for grant opportunities

GRANT IMPLEMENTATION

Put grant funding to work to improve safety

GRANT CLOSE-OUT

Fulfill final obligations in the grants management lifecycle

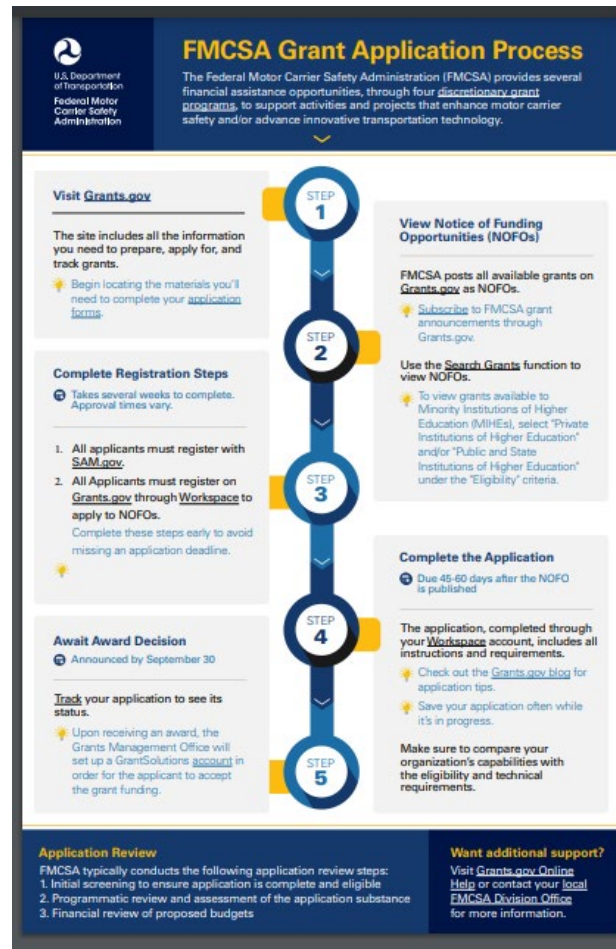
<https://ai.fmcsa.dot.gov/Grants/GrantManagement.aspx>

FMCSA Grant Programs Technical Assistance Webinar Series

FMCSA Grant Programs Technical Assistance Webinar Series	Descriptions
Webinar 1: FMCSA Title VI Program Compliance Plan Requirements	The Title VI Program Compliance Plan is a requirement for receiving FMCSA Federal financial assistance. The Plan commits the grant applicant to comply with Title VI and related nondiscrimination authorities. The webinar will guide applicants through new Plan development and annual Plan update requirements.
Webinar 2: FMCSA Discretionary Grants: How to Apply	Awareness of how to apply for an FMCSA discretionary grant is an essential part of submitting a successful application. The webinar will provide an overview of registration and eligibility requirements.
Webinar 3: FMCSA Discretionary Grants CDLPI & CMVOST Program Overview	The webinar will provide an overview of Commercial Driver's License Program Implementation (CDLPI), and Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant Program goals and objectives, eligibility requirements, application review process, and resources available for submitting a successful application.
Webinar 4: FMCSA Discretionary Grants High Priority Program Overview	The webinar will provide an overview of High Priority (HP) Grant Program goals and objectives, eligibility requirements, application review process, and resources available for submitting a successful application.

www.fmcsa.dot.gov/grantswebinars

Resource: FMCSA Grant Application Process



<https://ai.fmcsa.dot.gov/downloadFile.axd/FMCSA-Grant-Application-Process-Infographic.pdf>

Resource: How to Apply

FMCSA GRANTS

BEFORE YOU APPLY

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FMCSA offers grants to different types of organizations working on commercial motor vehicle safety activities.

Have you reviewed FMCSA's grant opportunities (<https://ai.fmcsa.dot.gov/Grants/Default.aspx>) and determined that your organization is a good candidate? There are several steps to take before applying. It is recommended that you begin this process at least six to eight weeks before the grant application deadline.



1 Obtain a Unique Identifier

To receive federal grants, your organization must obtain a unique identifier. In April 2022, the government will transition from using the nine-character Data Universal Numbering System (DUNS) Number as its unique identifier system to the 12-character alphanumeric Unique Entity Identifier (UEI) system.



If you'll be applying for a grant before April 4, 2022:

- Register on the Dun & Bradstreet website (<https://fedgov.dnb.com/webform/index.jsp>) or call 1-866-705-5711.
- Your DUNS number will be processed and assigned in one to two business days after registration.

If you'll be applying for a grant after April 4, 2022, or if your organization has already been assigned a DUNS Number:

- Move on to Step 2; your UEI will be assigned when you register with the System for Award Management.

2 Register in the System for Award Management

The System for Award Management, or SAM, is a web-based, government-wide application that collects information related to awards and grants for all federal partners. Your organization must register with SAM for FMCSA to track your application.

- Register on the SAM website (<https://sam.gov/content/home>) and use your organization's Employer Identification Number (or EIN, a federal tax identification number).
- SAM requires annual registration renewal, even if your organization uses the same DUNS Number or UEI from year to year.
- A **notarized letter** appointing the authorized administrator for your account is needed before SAM registration can be activated or renewed.



- Registration in SAM.gov can take up to **15 business days**.

For more tips on SAM.gov registration, including designating points of contact for your organization, view our training video (https://ai.fmcsa.dot.gov/downloadFile.axd/Phase2_v2.zip/story.html#html) and select Registration Systems: Applying for a Grant from the left navigation bar.

3 Register in grants.gov

Grants.gov is the government portal where your organization can find and apply for federal grant opportunities. Registering with grants.gov is the only way to apply for an FMCSA grant.

- Register on the grants.gov website (<https://www.grants.gov>).



- Registration in grants.gov can take **two to four weeks** and requires validation with SAM. That means your SAM registration must be complete before registering with grants.gov.

For more tips on grants.gov registration, including designating points of contact for your organization, view our training video (https://ai.fmcsa.dot.gov/downloadFile.axd/Phase2_v2.zip/story.html#html) and select Registration Systems: Applying for a Grant from the left navigation bar.

Once you've completed the pre-application process, you're ready to begin assembling your application package. For more resources, including best practices for writing an application, instructions on how to apply, and post-award tips, view all our training videos at <https://ai.fmcsa.dot.gov/Grants/Default.aspx>.

FMCSA-ADO-22-018 September 2022

https://ai.fmcsa.dot.gov/downloadFile.axd/FMCSA_Grants_Outreach_Before_You_Apply.pdf

Resource: FMCSA Discretionary Grant Programs


U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FMCSA

GRANT OPPORTUNITIES



The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) is dedicated to improving the safety of commercial motor vehicles and reducing crashes, injuries, and fatalities involving large trucks and buses on the nation's roads.

Each year, FMCSA awards grants to support safety projects and initiatives associated with this mission. Many different types of organizations and government agencies are invited to apply. The below chart outlines FMCSA's grant programs and their eligible applicants.



GRANT PROGRAM:
Motor Carrier Safety Assistance Program (MCSAP)

FMCSA's largest grant program, MCSAP aims to create consistent, uniform, and effective commercial motor vehicle (CMV) safety programs to reduce CMV-involved crashes, fatalities, and injuries.

COMPETITIVE GRANT?

No; Grant funding is allocated to States and territories based on a formula established by statute and codified in Title 49 of the Code of Federal Regulations (CFR), Part 350.

ELIGIBLE APPLICANTS:

- Lead State or territory agencies (as designated by the governor) responsible for administering their State or territory's Commercial Vehicle Safety Plan



GRANT PROGRAM:
High Priority - Safety Enforcement Training

High Priority Safety Enforcement Training provides funding to non-profit entities with the expertise to train non-federal personnel who engage in CMV safety enforcement activities.

COMPETITIVE GRANT?

Yes; Grant funding is awarded at the agency's discretion and is based solely on the merit review criteria that is outlined in the Notice of Funding Opportunity.

ELIGIBLE APPLICANTS:

- Non-profit entities



GRANT PROGRAM:
High Priority - Innovative Technology Deployment (HP-ITD)

HP-ITD provides funding for the development, deployment, and maintenance of intelligent transportation system technology to support CMV operations.

COMPETITIVE GRANT?

Yes; Grant funding is awarded at the agency's discretion and is based solely on the merit review criteria that is outlined in the Notice of Funding Opportunity.

ELIGIBLE APPLICANTS:

- State government agencies, including territories and the District of Columbia

See reverse for additional grant opportunities →

**Competitive or discretionary grants are a type of federal grant that is awarded at an agency's (in this case, FMCSA's) discretion, based on the merit review criteria that is outlined in the Notice of Funding Opportunity (NOFO), a document that describes the funding priorities and application logistics of each grant program; non-competitive, formula or mandatory grants are a type of federal grant that is awarded to designated entities using an approved formula consisting of CMV statistics.*

For more information on these grants, including details on how to apply and the types of grant projects covered, visit <https://ai.fmcsa.dot.gov/Grants>. To view FMCSA grants that are currently accepting applications, visit grants.gov and search "FMCSA".

FMCSA-ADO-22-017


U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FMCSA

GRANT OPPORTUNITIES



GRANT PROGRAM:
High Priority - Commercial Motor Vehicle Safety (HP-CMV)

HPCMV funds activities and projects that improve CMV safety, including increasing public awareness, conducting safety data improvement projects, and developing new technologies.

COMPETITIVE GRANT?

Yes; Grant funding is awarded at the agency's discretion and is based solely on the merit review criteria that is outlined in the Notice of Funding Opportunity.

ELIGIBLE APPLICANTS:

- State government agencies, including territories and the District of Columbia
- Local governments, including local law enforcement agencies
- Federally recognized Native American tribal governments
- Institutions of higher education
- Non-profit organizations with 501(c)(3) status
- Lead State or territory agencies seeking to enhance the activities funded by a MCSAP grant (see more detail about MCSAP on the reverse)



GRANT PROGRAM:
Commercial Driver's License Program Implementation (CDLPI)

CDLPI is focused on the execution and improvement of the national Commercial Driver's License (CDL) program, including ensuring compliance with federal regulations governing the CDL program and achieving the mission of "One Driver - One License - One Record."

COMPETITIVE GRANT?

Yes; Grant funding is awarded at the agency's discretion and is based solely on the merit review criteria that is outlined in the Notice of Funding Opportunity.

ELIGIBLE APPLICANTS:

- State Driver Licensing Agencies
- Other State agencies working to implement the CDL program
- Public, State, and private institutions of higher education
- Non-profit organizations with 501(c)(3) status
- For-profit organizations
- Federally recognized Native American tribal organizations
- Local governmental agencies



GRANT PROGRAM:
Commercial Motor Vehicle Operator Safety Training (CMVOST)

CMVOST's purpose is to increase the number of CDL holders who have received enhanced operator safety training (with a focus on assisting current or former members of the U.S. Armed Forces and their spouses transition to CMV careers).

COMPETITIVE GRANT?

Yes; Grant funding is awarded at the agency's discretion and is based solely on the merit review criteria that is outlined in the Notice of Funding Opportunity.

ELIGIBLE APPLICANTS:

- Educational institutions with accreditation recognized by the U.S. Department of Education
- Non-accredited institutions that are approved by the U.S. Department of Labor as eligible training providers and that accept Workforce Innovation and Opportunity Act (WIOA) grants
- Non-accredited institutions must be recognized by State Administrative Agencies and the U.S. Department of Veteran's Affairs (VA) to accept VA benefits

**Competitive or discretionary grants are a type of federal grant that is awarded at an agency's (in this case, FMCSA's) discretion, based on the merit review criteria that is outlined in the Notice of Funding Opportunity (NOFO), a document that describes the funding priorities and application logistics of each grant program; non-competitive, formula or mandatory grants are a type of federal grant that is awarded to designated entities using an approved formula consisting of CMV statistics.*

For more information on these grants, including details on how to apply and the types of grant projects covered, visit <https://ai.fmcsa.dot.gov/Grants>. To view FMCSA grants that are currently accepting applications, visit grants.gov and search "FMCSA".

FMCSA-ADO-22-017

September 2022

https://ai.fmcsa.dot.gov/downloadFile.axd/FMCSA_Grants_Outreach_Grant_Opportunities.pdf

Resource: Analysis & Information Online (A&I)

The screenshot shows the FMCSA Grants page on the Analysis & Information Online (A&I) website. The browser address bar displays <https://ai.fmcsa.dot.gov/Grants/default.aspx>. The page header includes the United States Department of Transportation logo and the FMCSA Federal Motor Carrier Safety Administration logo. A search bar is located in the top right corner. The main navigation menu includes links to SMS, Data Quality, Crash Statistics, Enforcement Programs, Registration Statistics, Grants (highlighted), and A&I Resources. Below the navigation menu, there is a sub-menu for Grants, including MCSAP, HP, CDLPI, and Tools. The main content area features a large image of a red truck on a road, with the heading "FMCSA GRANTS" and a paragraph describing the agency's mission. On the right side, there is a section titled "FMCSA & State Users Log In" with four grant options: MCSAP Grant, HP Grant, CDLPI Grant, and CMVOST Grant, each with a right arrow button.

United States Department of Transportation

FMCSA
Federal Motor Carrier Safety Administration

LOGIN Search FMCSA Website

a&i ANALYSIS & INFORMATION ONLINE

SMS Data Quality Crash Statistics Enforcement Programs Registration Statistics Grants A&I Resources

Grants MCSAP HP CDLPI Tools

FMCSA GRANTS

The Federal Motor Carrier Safety Administration (FMCSA) partners with stakeholders to accomplish the shared goal of keeping our Nation's roadways safe. The Agency maintains strong relationships with its partners through substantial grant opportunities.

FMCSA & State Users Log In

- MCSAP Grant**
Motor Carrier Safety Assistance Program Grant
- HP Grant**
High Priority Grant
- CDLPI Grant**
Commercial Driver's License Program Implementation Grant
- CMVOST Grant**
Commercial Motor Vehicle Operator Safety Training Grant



Examples of Incomplete and Complete Project Narrative Required Sections

Introduction – Incomplete

[The Applicant] will conduct an estimated 1,000 inspections and 2,000 traffic enforcement contacts by allocating 3,000 officer-hours towards high visibility traffic enforcement activities.

Introduction – Complete

[The Applicant]'s high visibility blitz project will be focused on **HP NOFO priority 1** of **Targeting unsafe driving of CMVs and non-CMV**s in areas identified as high-risk crash corridors. As identified in the **2021 crash fatality report of State X** highway 31 and 85 have shown a **three year upward trend** in crashes and fatalities. of the 2,100 crashes identified in calendar year 2018 along these corridors. **High visibility blitz activity** will include **4 sworn** officers conducting an estimated 1,000 inspections and 2,000 traffic enforcement contacts by allocating 3,000 officer-hours towards high visibility traffic enforcement activities.

The following must be included in the **Introduction Section of the Project Narrative**:

- **49 CFR § 350.405 Certification**
 - The County of XXX, Sheriff Department, certifies meeting the all conditions listed in 49 CFR § 350.405; or
 - University ZZZ (or Not for Profit XXX), certifies meeting (***follow exemption instructions in NOFO***) in 49 CFR § 350.405
- **Racial Equity and Climate Change & Sustainability Statement**

Problem Statement – Incomplete

[The Applicant] has identified 5 highway corridors that alone account for 38.4% of all CMV-related fatalities in its State. State traffic records indicate that speeding, following too closely, and improper lane change account for 84% of the crash causation factors along these corridors.

Problem Statement – Complete

[The Applicant] has newly identified in the **2018 crash fatality report of State X** that 5 highway corridors account for 38.4% of all CMV-related fatalities in its State. **State traffic records indicate an upward trend** from FY16 to FY18 resulting in FY18 that speeding, following too closely, and improper lane change accounted for 84% of the crash causation factors along these corridors. This would be a **new project in efforts to combat the upward trend** of driver related crashes within the identified crash corridors. Through high visibility traffic enforcement blitzes State X can meet its **goal of crash reduction by 210 (10%)**

Performance Objective – Incomplete

[The Applicant] will reduce the number of hours of service violations found in roadside inspections and during carrier investigations by 10% during the activity period.

Problem Objective – Complete

[The Applicant] will reduce the number of hours of service (HOS) violations found in roadside inspections and carrier investigations by **310 (10%)** during the grants period of performance. **2019 Commercial Motor Vehicle citation report of State X identified 3,100 HOS violations** in calendar year 2018 which will be utilized as the **baseline** in determining effectiveness of program's traffic enforcement activity.

Performance Activity – Incomplete

[The Applicant] will conduct high visibility traffic enforcement and inspection campaigns around the designated corridors during the activity period. The applicant will conduct the campaigns based on identified needs and will ensure that it triples the number of officers assigned to each area during each of the periods.

Performance Activity – Complete

[The Applicant] will conduct **8 quarterly high visibility traffic enforcement and inspection campaigns** during third shift (2300-0700) around the 2 high crash corridors on highway 31 and 85 identified in **2017 crash fatality report of State X**. Each campaign will consist of at least **9 officers per crash corridor** focusing on **speeding and following to closely**. All traffic enforcement stops will be conducted in conjunction with a **level 3 inspection** with an average of **2 stops per hour per officer** during the 8 hour shift. Proposed activity includes **144 traffic enforcement contacts and inspections** per location per campaign totaling **2,304 traffic enforcement contacts and level 3 inspections during the period of performance**.

(include Required Project timeline)

Performance Measurement Plan - Incomplete

[The Applicant] will evaluate the various levels of inspections each quarter to ensure that officers focus on Level III to meet the program-wide goal of at least 33% of all inspections.

Further, the Applicant will evaluate the violation types cited on inspections and carrier investigations for domiciled carriers to monitor the percentage of hours of service violations.

Performance Measurement Plan - Complete

[The Applicant] will monitor and evaluate the various levels of inspections each quarter **within the State traffic management system** to ensure that officers focus on Level III to meet the program-wide goal of at least 33% of all inspections.

Further, the Applicant will evaluate effectiveness of the program towards its **goal** of reducing Hours of Service (HOS) violations by **298 (10%) of the baseline 2,983 HOS violations cited in 2018**. Evaluation will include; the violation types cited on inspections and carrier investigations for domiciled carriers to monitor the percentage of hours-of-service violations.

Monitoring Plan - Incomplete

The MCSAP Coordinators will schedule locations for the details as well as all paperwork involved with these details. Clerical administration personnel will assist with all reports to State X and FMCSA and any other day to day operations as needed.

The MCSAP Coordinators and administrative personnel will also be setting up and maintaining the data ensuring goals are met. These reports will be filed and available upon request at State X Commercial Vehicle enforcement Building (Location X).

Monitoring Plan - Complete

The MCSAP Coordinators will monitor **weekly traffic enforcement activity reports** and schedule locations for the details as well as all paperwork involved with these details. Clerical administration personnel will assist with all reports to State X and FMCSA and any other day to day operations as needed. **All reporting will be completed on a quarterly basis.**

The MCSAP Coordinators and administrative personnel will also be setting up and maintaining the data **by completing reports at the end of all details to be able to have accurate numbers of the tasks performed** and ensuring goals are met. These quarterly reports will be filed and available upon request at State X Commercial Vehicle enforcement Building (Location X).

