NOTICE OF FUNDING OPPORTUNITY (NOFO) SUMMARY

I. BASIC INFORMATION

A. FEDERAL AGENCY NAME

National Highway Traffic Safety Administration (NHTSA)

B. FUNDING OPPORTUNITY TITLE

State Process for Informing Consumers of Recalls Program

C. ANNOUNCEMENT TYPE

Initial Announcement

D. FUNDING OPPORTUNITY NUMBER

NHTSA-693JJ927R000007-FY27

E. ASSISTANCE LISTING NUMBER

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

F. FUNDING DETAILS

A total of up to $1,500,000.00 is available for awards under the State Process for Informing Consumers of Recalls Program. The number of awards will depend on the quality of applications received, applicant funding needs, and availability of funds. The anticipated number of awards is between 3 to 5, with an anticipated funding range of $300,000 to $500,000 each.

NHTSA anticipates issuing awards until all available funds are obligated but reserves the right to close the application period at its discretion at any time. NHTSA will post a notice on Grants.gov if funds are no longer available for obligation.

NHTSA will only accept **one (1) application** from each eligible applicant (see Section II 'Eligibility'). This program is subject to the availability of appropriated funds. Submission of an application is not a guarantee of award.

NHTSA reserves the discretion to change the minimum and maximum award sizes upon receiving the full pool of applications and assessing the needs of the project in relation to the State Process for Informing Consumers of Recalls Program objectives described in Section A.1.

This NOFO does not commit NHTSA to make any award(s) and NHTSA reserves the right to issue a new notice of funding opportunity, if necessary.

G. KEY DATES

- **NOFO Posted Date:** November 4, 2026
- **Application Deadline:** All applications must be submitted no later than February 4, 2027 to ensure consideration.

NHTSA will post a notice on Grants.gov if funds are no longer available, are fully obligated, or if the grant program will not continue. Please refer to Section V. for additional details.

H. EXECUTIVE SUMMARY

The U.S. Department of Transportation (DOT), National Highway Traffic Safety Administration (NHTSA), hereby requests applications from eligible departments or offices from States, and the District of Columbia, to obtain funding to assist States with the development and implementation of a State process for informing motor vehicle owners and lessees of open motor vehicle recalls at the time of motor vehicle registration. Grants will support States in developing a methodology for determining open recalls on motor vehicles, informing owners and lessees of the open recalls at the time of registration, and evaluating through the analysis of completed recalls, the performance of the notification program. Award Recipients must implement the notification program for a two-year period and then evaluate the results.

Each section of this notice contains information and instructions relevant to the application process for the State Process for Informing Consumers of Recalls Program. NHTSA recommends that applicants read this notice in its entirety to have the information they need to submit eligible and competitive applications.

I. AGENCY CONTACT INFORMATION

For further information regarding this notice, please contact Anoko Zankli, Contract Specialist, at Anoko.Zankli.Ctr@dot.gov, with a copy to Gregory Benjamin, II., Contracting Officer, at Gregory.Benjamin@dot.gov. In addition to the application deadline, the U.S. Department of Transportation DOT/NHTSA will post answers to common questions and requests for clarifications related to this NOFO on Grants.gov. Applicants are encouraged to monitor Grants.gov for updates and additional information regarding this funding opportunity.

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II. ELIGIBILITY

A. ELIGIBLE APPLICANTS

An eligible applicant is a State agency that has the authority to register motor vehicles for use on public roads that demonstrates it has the infrastructure in place, as well as the necessary staff and support, to carry out the responsibilities of administering, coordinating, and implementing the activities of this NOFO, as explained in Section III 'Program Description', and based upon the documentation submitted by the applicant as required in Section IV 'Application Contents and Format'. Only organizations capable of fulfilling the criteria listed within this NOFO will be considered for an award. **A State that has previously received an award under the *State Process for Informing Consumers of Recalls Program* is ineligible for an award under this NOFO.**

Information on funding restrictions that could affect an applicant's or project's eligibility can be found in Section I.F 'Funding Details'. NHTSA will not fund beyond the total available funding.

Information on other factors that could affect the responsiveness of an applicant or application can be found in Section VI.A 'Responsiveness Review'.

B. COST SHARING

Cost-sharing or matching requirements are not required under this NOFO. While not mandatory, applicants are encouraged to seek funds from other Federal, State, local, and private sources to augment those Federal funds available under this NOFO.

C. FUNDING RESTRICTIONS THAT COULD AFFECT ELIGIBILTY

Information on funding restrictions that could affect an applicant's or project's eligibility can be found in Section III.G 'Funding Details'. NHTSA will not fund beyond the total available funding.

III. PROGRAM DESCRIPTION

A. BACKGROUND

The mission of the National Highway Traffic Safety Administration (NHTSA), an operating administration of DOT, is to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.

NHTSA is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. This is accomplished by setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment, and through grants to state and local governments to enable them to conduct effective local highway safety programs. NHTSA investigates safety defects in motor vehicles, sets and enforces fuel economy standards, helps states and local communities reduce the threat of impaired drivers, promotes the use of safety belts, child safety seats and air bags, investigates odometer fraud, establishes and enforces vehicle anti-theft regulations and provides consumer information on motor vehicle safety issues.

The National Traffic and Motor Vehicle Safety Act, 49 U.S.C. §§ 30101 et. seq., as amended (the Safety Act), requires a motor vehicle manufacturer to notify the owners and purchasers of its vehicles of a safety-related defect, or that the vehicle does not comply with an applicable Federal motor vehicle safety standard. 49 U.S.C. § 30118. A vehicle manufacturer must provide notice of a recall, in a manner prescribed through regulation by NHTSA, to each person registered under State law as the owner and whose name and address are reasonably ascertainable by the manufacturer through State records or other available sources or (if a registered owner is not notified through State registration information) to the most recent purchaser known to the manufacturer. 49 U.S.C. § 30119(d).

In order to identify owners of vehicles subject to a safety-related recall and provide notification to them, a motor vehicle manufacturer typically contracts with a third party that obtains vehicle registration data for the affected vehicles from State motor vehicle administrations (MVA). The motor vehicle manufacturer then notifies owners and purchasers by U.S. Mail, about the safety recall and, among other things, about how to obtain a remedy to fix the defect or noncompliance. *See* 49 U.S.C. § 30119(d); 49 CFR part 577. To obtain a remedy, the consumer must then present the recalled motor vehicle to an authorized dealer for the dealer to remedy the defect or noncompliance. 49 U.S.C. § 30120.

Recall completion rates can and do vary widely depending on a variety of factors such as the age and type of vehicle, as well as owners' perception of relative risk. *See NHTSA, Report to Congress: "Vehicle Safety Recall Completion Rates Report*" (2021).1 Considering this wide range, regardless of completion averages, the fact remains that there are at any time tens of millions of vehicles on the road with unremedied safety defects or noncompliances, each one creating a safety risk. NHTSA and the motor vehicle industry have sought to improve notice of safety-related defects to owners and to develop ways to increase the rate at which owners complete the remedy identified in the notice.

In 2016, in accordance with Section 24105 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. No. 114-94, § 24105 (2015), NHTSA announced a pilot program to evaluate the feasibility and effectiveness of a State process to inform consumers of open motor vehicle recalls at the time of motor vehicle registration. The grant was conditioned upon a State having the capability to use a vehicle identification number (VIN) to identify whether the specific vehicle was subject to an open safety recall. In 2017, NHTSA awarded the Maryland Motor Vehicle Administration a grant to provide vehicle owners and lessees notice of open safety related recalls on their vehicles. Maryland began notifying vehicle owners and lessees in the Spring of 2018. By April of 2020, over 376,000 vehicles within Maryland had had their open recall repaired, and over 48% of recall remedies were conducted on active recalls 2-years old and older.

Building on the success of the FAST Act's pilot program, Congress, through IIJA, has authorized the State Process for Informing Consumers of Recalls grant program to assist States to develop and implement State processes for informing each applicable owner and lessee of a motor vehicle of any open recall on the motor vehicle at the time of registration of the motor vehicle in the State. *See* IIJA, Pub. L. No. 117-58, § 24013 (2021). Pursuant to IIJA, fiscal year 2026 is the last year for NHTSA to obligate funds for this grant program. This grant is

conditioned upon a State agreeing to notify owners or lessees of a motor vehicle presented for registration in the State of any open recall on that motor vehicle; and to provide to owners or lessees of a motor vehicle presented for registration, at no cost—the open recall information for the motor vehicle; and such other information as the Secretary may require. *Id.* A State must also submit a report no later than 90 days after the completion of the performance period of the grant that provides information to evaluate the extent to which open recalls have been remedied in the State. *Id.*

B. PROGRAM GOALS AND OBJECTIVES

The objective of the State Process for Informing Consumers of Recalls Grant program is to establish a recall notification program in a state to improve traffic safety in the following areas: developing a methodology for determining open recalls on motor vehicles, informing owners and lessees of the open recalls at the time of registration, and evaluating through the analysis of completed recalls the performance of the notification program.

The State shall develop and implement a process for informing each applicable owner and lessee of a motor vehicle of any open recall on the vehicle at the time of registration in the State. The State shall also report to NHTSA what processes and methodologies were used to achieve its goal to notify owners of safety recalls. NHTSA will review those processes and potentially share, in part, or as a whole, with other stakeholders for future implementation. The funding opportunities are awarded on a competitive basis for projects that will meet the conditions of the grant.

Applicants shall include a method for analysis of recall completion data on an ongoing basis to assist in program evaluation. NHTSA is also interested, though not requiring, an assessment of owners' attitudes toward a particular recall notification protocol. In particular, NHTSA is interested in ways for a state to identify the motor vehicles that were remedied following notification of an open recall by the state. NHTSA looks forward to reviewing resourceful approaches that will motivate owners to remedy open recalls.

C. PERFORMANCE MEASUREMENT INFORMATION

Applications must include performance metrics to substantiate project efforts. Performance measures must use science-based evaluation designs that incorporate methodologies that are appropriate to the project and the established performance metrics, e.g. formative, process, impact, or outcome measures that align with a project's lifecycle. The information included in the table below provide examples of tracking metrics and is not an exhaustive list. Each applicant should determine the best approach for the proposed project and conclude with a final narrative report that incorporates an established scientific reporting structure, (e.g. the American Psychological Association (APA)).

Measure	Performance Measure Category	Performance Measure / Description	Measurement Frequency	Reporting Deadline
Notification Program Implementation	Output	Establish a process to identify and notify consumers of open motor vehicle recalls at the point of registration.	One time	Notification no later than two (2) weeks prior to program launch
Consumer Notification	Outcome	Report the number of vehicle owners/lessees notified of open motor vehicle recalls during the reporting period.	Quarterly	No later than 30 days after the end of each quarter
Recall Remediation	Outcome	Report the number and percentage of recalls remedied. This should include recalls identified in prior quarters.	Quarterly	No later than 30 days after the end of each quarter
Data Reporting	Output	Submit complete and accurate datasets (e.g., make, model, model year, VIN, the recalls per VIN, recall status, notification method, notification date) in an Excel spreadsheet	One-time	No later than 90 days after the end of the performance period
Program Evaluation	Outcome	Report the effectiveness of the program in improving consumer awareness of recalls. Report the recall completion rates in the state and the challenges faced during conception and implementation of the program. Also, provide a summary of feedback received from vehicle registrants regarding the program. Provide the plans, if any, for program enhancements and expansion.	One time	No later than 90 days after the end of the performance period

D. PROGRAM SPECIFIC COSTS

All costs shall meet the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards. See 2 C.F.R. Part 200.

The Applicant should review 2 C.F.R. 200.414 regarding the requirements for indirect costs including, but not limited to, details regarding use of a de minimis rate for recipients and subrecipients that do not have a current Federal negotiated indirect cost rate (including provisional rate) and requirements for development and submission of indirect cost rate proposals and cost allocation plans.

E. PROGRAM AUTHORITY

The State Processes for Informing Consumers of Recalls grant program is authorized pursuant to IIJA, Pub. L. No. 117-58, § 24013 (2021), codified at 23 U.S.C. § 403(l).

F. PERIOD OF PERFORMANCE

NHTSA anticipates that all efforts performed under the State Process for Informing Consumers of Recalls Program shall be completed no later than 33 months from the effective date of the State Process for Informing Consumers of Recalls Grant program award. This accounts for a six (6) month period to put the notification system in place, followed by a twenty-four (24) month period of continuous owner and lessee notification at the time of vehicle registration in the State, followed by a three (3) month period to evaluate the program results and provide a report of performance to the agency.

G. FUNDING RESTRICTIONS

1. Funds awarded under the State Process for Informing Consumers of Recalls Grant Program cannot be used for any activity intended to or designed to lobby Congress or a State legislative body, or to urge a U.S., State, or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. See 49 U.S.C. § 30105; 2 C.F.R. 200.450; 49 C.F.R. part 20.

2. The Government's obligation under the State Process for Informing Consumers of Recalls Grant Program is contingent upon the availability of appropriated funds from which payment for the Grant Program purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available to the Contracting Officer for the STATE PROCESS FOR INFORMING CONSUMERS OF RECALLS PROGRAM Grant Program and until the Recipient receives notice of such availability, to be confirmed in writing by the Contracting Officer.

3. Funds awarded under the State Process for Informing Consumers of Recalls Grant Program are subject to 23 U.S.C. § 313, Buy America, which prohibits the use of the Government's funds to purchase steel, iron, and manufactured products, unless they are produced in the United States.

4. Consistent with 2 C.F.R. § 200.216, the Recipient is prohibited from using government funds to enter sub-awards or contracts (or extend or renew sub-awards or contracts) with entities that

use covered technology. See section 889 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019, Pub. L. No. 115-232, 132 Stat. 1636, 1917 (Aug. 13, 2018).

5. Consistent with Executive Order 14332, Improving Oversight of Federal Grantmaking, the Recipient is prohibited from directly drawing down general grant funds for specific projects without the written authorization of the agency. The Recipient is required to provide written explanations or support, with specificity, for requests for each drawdown.

IV. APPLICATION CONTENTS AND FORMAT

A. CONTENT AND FORM OF APPLICATION SUBMISSION

The application must include a cover page, an application narrative and required submissions.

NHTSA cannot receive email messages containing a ZIP attachment. The file will be removed, as all ZIP files are blocked. Other file types (e.g. Word, PowerPoint, PDF, etc.) can be received.

The following chart summarizes the application contents.

NHTSA will accept one (1) application per applicant.

Applicants Must Submit	Section in NOFO	Page Limits
1. Cover Page	IV. Application Contents and Format - p.11	1-page
2. Application Narrative	IV. Application Contents and Format - p.11	20-pages
Applicant Background	Section IV.A.2.b.1	
Project plan	Section IV.A.2.b.2	
Budget plan	Section IV.A.2.b.3	
3. Required Submissions Attachments	IV. Application Contents and Format - p.14	
a. Application for Federal Assistance SF424	IV. Application Contents and Format - p.14	
b. Part 32 Certified Statement	IV. Application Contents and Format - p.14	
c. Part 20 Certified Statement	IV. Application Contents and Format - p.15	

1. Cover Page

Each application shall include a cover page that includes the applicant's name, NOFO number 693JJ927R000007, and submission date.

2. Application Narrative

a) Narrative Format

The application narrative should follow the basic outline below to address the project requirements and assists reviewers in locating relevant information.

Section	Section Explained
Applicant Background	See Section IV.A.2.b.1
Project plan	See Section IV.A.2.b.2
Budget plan	See Section IV.A.2.b.3

The application narrative should include information necessary for NHTSA to determine the applicant's proposed project satisfies the eligibility requirements specified in Section II 'Eligibility' and to assess the review criteria specified in Section VI 'Application Review Information'. NHTSA reserves the right to ask any applicant to clarify or supplement any part of its application but expects applications to be complete upon submission. NHTSA may issue an award without seeking any further clarification or discussions. Accordingly, NHTSA recommends that each applicant provide comprehensive documentation and support for their application, ensuring no additional information is required by NHTSA.

b) Narrative Content Requirements

The application shall not exceed **ten (10) pages** (not including appendices, or other requirements noted in Section IV.A.3 'Required Submissions'). All applications must be in English be prepared using a common commercial software application (e.g., MS Office) and with standard formatting preferences (e.g. Times New Roman 12-point font, single spaced, one (1) inch margins). The application shall fully describe the scope of the project, providing a project plan detailing the activities and costs for which funding is being requested. The applicant shall demonstrate its understanding of the project's overall objectives and scope of work. The narrative must be clearly written, complete, reasonable, and include a realistic timeframe for completing the activities. ***The applicant shall not include Cost information in its project plan. All cost information shall be contained in the applicant's budget plan***.

Applications for this program must include the following information in the program narrative statement:

(1) Applicant Background

- **Agency Role & Authority:**
  Identify the state agency applying for this program, including its organizational structure, statutory authority, and any relevant inter-agency partnerships that support program administration.

- **Infrastructure & Capacity:**
  Describe the infrastructure, staffing, and systems in place to administer, coordinate, and implement the activities under this NOFO. This includes staff expertise, resources, and processes that demonstrate

the agency's ability to manage federal grant funds and oversee statewide implementation.

- **Relevant Past Performance:**
  Provide examples of prior state or federally funded programs administered by the agency that are similar in scale or scope. Include details such as project description, sponsoring agency, timeline, and outcomes. Where available, reference final project reports and outcomes.

- **Key Personnel:**
  Identify the project manager and other key individuals who will be responsible for program execution, including their qualifications, roles, and relevant experience.

(2) Project Plan

Applicants must provide a clear and comprehensive project plan that demonstrates their ability to design, implement, and evaluate the notification program in alignment with the goals of this NOFO. The project plan should include both a detailed technical approach and a structured management framework to support successful execution.

1. **Methodology for Determining Open Recalls:**

   - Describe the source(s) of recall data, how the data will be obtained, and how it will be integrated into the state's registration system.
   - Explain how data quality, completeness, and timeliness will be maintained.
   - Identify any third-party vendors that will support recall data acquisition.

2. **Methodology for Informing Consumers:**

   - Describe how consumers will be notified of open recalls at the time of vehicle registration.
   - Provide proposed notification language that includes, at a minimum: a description of the defect/noncompliance, the safety risk, and a statement that authorized dealers will remedy the vehicle at no charge.
   - Address all applicable registration methods (e.g., in-person, online, mail) and any other potential touchpoints (e.g., license renewal, emissions or safety inspections).

3. **Data Maintenance and Reporting:**

   - Identify the data elements that will be maintained for each registered vehicle (e.g., make, model, model year, VIN, the recalls per VIN, recall status, notification method, notification date, remedy date).

- Describe the format in which data will be stored and shared (e.g., Microsoft Access, Excel, or similar).
- Explain how the data will be compiled, analyzed, and reported to evaluate performance.

4. **Performance Measurement:**

   - Provide a plan to measure the program's effectiveness in informing consumers and remedying recalls.

   - Specify the data and metrics that will be used to evaluate success, beyond simple process measures.

5. **Work Breakdown and Timeline:**

   - Include a Work Breakdown Structure (WBS) and project schedule in a Gantt chart or equivalent format.

   - Identify key milestones, performance targets, and anticipated timelines for completing each activity.

6. **Staffing Plan:**

   - Identify the project manager and other key personnel.

   - Provide a staffing chart with roles, responsibilities, and levels of effort (LOE) for each position.

   - Note any subcontractors and their roles, if applicable.

7. **Quality Control and Risk Mitigation:**

   - Describe a plan for monitoring and ensuring quality throughout the project.

   - Identify potential risks (e.g., delays in data availability, vendor coordination) and strategies to mitigate or address them.

8. **Travel:**

   - Identify any anticipated travel necessary to carry out program activities and explain how travel supports project objectives.

(3) Budget Plan

The applicant should include a proposed financial plan and budget.

Grant Funds, Sources, and Uses of Project Funds – This budget must list the amount and percent of both the total Federal funding requested and any additional non-Federal funds, if any, that will be used to pay for the project.

The applicant should include a proposed financial plan and budget. Project budgets should show how different funding sources and in-kind contributions will share in each activity and present the data in dollars and percentages. The proposed budget must identify all funding sources in sufficient detail to demonstrate that the overall objectives of the project will be met. The budget should identify other Federal funds the applicant is applying for, or has been awarded, if any, that the applicant intends to use. The Applicant must provide a detailed breakdown of the proposed costs, as well as any in-kind costs, by year. This cost breakdown shall not only identify cost categories but shall also identify specific sub-categories (and associated costs). For example, Labor Costs should include labor categories, associated levels of effort, and rates; Direct Materials costs including itemized equipment and supplies costs; Travel and transportation costs, including projected trips and number of people traveling; Subcontractor/ Sub-recipient costs with similar detail, if known; and overhead. The Applicant must also justify each proposed cost by explaining how each cost was calculated and determined to be fair and reasonable. Finally, the Applicant should also include copies of any supporting documentation it may have (i.e. indirect cost rate agreements, etc.) as part of the budget package. Cost data shall be provided in current Microsoft supported version of Microsoft EXCEL, without hidden cells, and be comprehensive and easy to interpret.

The proposed budget should be clearly aligned with the Project Plan described in the application, including staffing levels, timelines, and performance milestones. State agencies are strongly encouraged to demonstrate how federal funds will be leveraged with state resources or systems to ensure sustainability of the program.

3. Required Submissions

The applicant shall submit the following items with its applications. These items will not count against the narrative page limitation.

a. The application shall include the Standard Forms for federal assistance. These shall include the 424 "Application for Federal Assistance," 424A "Budget Information for Non-Construction Programs," and 424B "Assurances for Non-Construction Programs"). These forms must be completed and the certified assurances signed. These forms can be accessed by going to https://www.grants.gov/forms/forms-repository/sf-424-mandatory-family.

b. The applicant shall provide with its application a certified statement that it agrees to comply with the requirements in 49 CFR Part 32, Governmentwide Requirements for Drug-Free Workplace (Financial Assistance), subpart B. See U.S. DOT Drug Free Workplace Requirements.

c. The applicant shall provide with its application a certified statement consistent with the requirements in Appendix A to 49 CFR Part 20, U.S. Department of Transportation New Restrictions on Lobbying, and a SF-LLL Disclosure of Lobbying Activities form, if a disclosure is required by Part 20. The SF-LLL form can be accessed by going to https://www.gsa.gov/forms-library/disclosure-lobbying-activities. The applicant shall

also acknowledge in writing that no funds provided under the Assistance Agreement will used for lobbying activities as defined in 2 C.F.R. § 200.450.

d. The applicant may submit resumes or curricula vitae that highlight qualifications, areas of expertise, and cites work-related experience for key personal and limited to two (2) pages each.

B. ADDITIONAL APPLICATION INFORMATION

NHTSA encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but NHTSA recommends that the applicant addresses each criterion separately and promotes a clear discussion that assists project reviewers. The guidance in this section is about how the applicant should organize their application. Guidance describing how NHTSA will assess projects against the Selection Criteria is in Section VI 'Application Review Information' of this notice. Applicants also should review that section before considering how to organize their application.

Recipients should be prepared to demonstrate in their application how their project plan addresses the Administration's and the Department's priorities identified in Section VI.E.

V. SUBMISSION REQUIREMENTS AND DEADLINES

A. ADDRESS TO REQUEST APPLICATION PACKAGE

Applicant packages are available through this notice on www.Grants.gov. This notice includes all the information needed to submit a complete application.

B. UNIQUE ENTITY IDENTIFIER (UEI) AND SYSTEM FOR AWARD MANAGEMENT (SAM)

Each Applicant must:

- Be registered in SAM ***before*** submitting its application;
- Provide a valid UEI in its application; and
- Continue to maintain an active SAM registration with current information, including information on a recipient's immediate and highest level owner and subsidiaries, as well as on all predecessors that have been awarded a Federal contract or grant within the last three years, if applicable, at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency.

  NHTSA will not make an award to an applicant that has not complied with all applicable UEI and SAM requirements. If it's determined that an applicant has not fully complied with the requirements, NHTSA will use that determination as a basis for making a Federal assistance award to another Applicant. NHTSA will review an applicant's registration status to make a

responsibility determination and to ensure that the Applicant is responsible, current on all federal taxes, and is not on the list of parties excluded from federal awards.

C. SUBMISSION INSTRUCTIONS

Applications must be submitted electronically to Grants.gov. Only applications received in the designated Grants.gov depository, by the stated deadline, will be considered. Applications sent to individual staff email addresses will not be accepted.

D. APPLICATION DUE DATE AND TIME

Applications must be submitted electronically to Grants.gov no later than 5:00 PM Eastern Time on the application deadline February 4, 2027. Applicants will receive automated confirmation from Grants.gov upon successful submission.

Submission of an application is not a guarantee of award.

E. QUESTIONS DUE DATE AND TIME

Applicants must submit questions concerning general administrative and programmatic requirements of this NOFO by email to Contract Specialist, Anoko Zankli, at Anoko.Zankli.Ctr@dot.gov with a copy to the Contracting Officer, Gregory Benjamin, II., at Gregory.Benjamin@dot.gov. Questions must be submitted, no later than **5:00 PM Eastern Time on December 1, 2026,** to ensure sufficient time for response.

Responses to timely questions will be posted publicly on Grants.gov, via amendment to the NOFO. Individual responses will not be provided. NHTSA will not respond to questions received after the stated deadline above.

F. INTERGOVERNMENTAL REVIEW

Applications under this NOFO are not subject to the State review under E.O. 12372.

VI. APPLICATION REVIEW INFORMATION

A. RESPONSIVENESS REVIEW

NHTSA will review each application package to confirm that the application is responsive. NHTSA will review the provided information to ensure that the applicant meets the eligibility requirements as set forth in Section II 'Eligibility', adheres to the registration requirements of Section V.B 'Unique Entity Identifier (UEI) and System for Award Management (SAM)', and has included all items specified in Section IV 'Application Contents and Format'.

B. REVIEW CRITERIA

This section specifies the merit criteria that NHTSA will use to assess applications and issue an award. The three sections included with the Merit criteria include: Technical Approach; Organizational Capacity; and Organizational Experience. Cost/Budget Review will be evaluated as a selection consideration.

After completing the merit and selection review, among projects of similar merit, NHTSA will prioritize projects that use data-driven and evidence-based methods that also best meet the Administration's and Department's priorities in Section VI.E 'Alignment with Administration and Department Priorities'.

Factor 1 - Technical Approach and Understanding

NHTSA will evaluate whether the applicant's project plan is technically sound and reasonable, meaningfully improves traffic safety, and will reduce fatalities and serious injuries on the Nation's roadways. The applicant will be evaluated on its technical approach to meeting the objectives, requirements, and timeliness to deliver the project. The Applicant's technical approach will be evaluated for the following:

a. **Background**. How the applicant identifies the ability to understand and meet the goals of the project as described in the Section IV: 'Applicant Background';

b. **Purpose**. How the applicant clearly identifies how the strategy advances the goals and objectives of the project as outlined in section III.B 'Program Goals and Objectives';

c. **Project Plan.** How the applicant's application is comprehensive, logical, and includes:

   i. A plan, including a detailed schedule, that addresses implementation of the activities in Section III.C 'Performance Measurement Information';
   ii. A staffing plan, including labor categories, individual titles/roles, specific project tasks or responsibilities, levels of effort required to complete each task, and if any proposed personnel are subcontractors;
   iii. A plan for monitoring/managing quality control processes; and
   iv. A risk mitigation strategy to identify risks and methods for addressing, mitigate or eliminate problems; and

Factor 2 – Organizational Capacity

NHTSA will evaluate the applicant's organizational capacity and will at a minimum consider the following:

a. The extent to which the proposed personnel have clearly described roles and appropriately assigned positions;
b. The extent to which the applicant has demonstrated leadership, capability the resources to accomplish the milestones and deliverables of this project;
c. The soundness of the applicant's organization, proposed staff and designated areas of expertise; and
d. The availability of key staff members to work on the project and whether any proposed personnel are subcontractors or consultants.

Factor 3 - Organizational Experience

NHTSA will evaluate the applicant's organizational experience and at a minimum will consider the following:

a. Sufficient professional and/or corporate organizational experience and a background relevant to the subject of the project, including descriptions of projects conducted within the prior three (3) years that are similar or relevant to this project;
b. Capability to exercise organizational influence in managing relationships with aligned professional organizations in traffic safety to meet the objectives of the project;
c. Ability to support the development and deployment of plans designed to support communications, material concepts and outreach efforts to update and/or develop new materials to improve traffic safety, laws, and countermeasures; and
d. Ability to meet milestones and deliverables and completing work within budget for cost compliance.

4 – Selection Consideration Cost/Budget Review

NHTSA will assess the extent to which the applicant's proposed budget and cost to perform the proposed activities is reasonable, necessary and allocable based on the provisions of 2 CFR Parts 200, 1200 and 1201.

C. REVIEW AND SELECTION PROCESS

The State Process for Informing Consumers of Recalls Grant Program review and selection process consists of an eligibility review, merit criteria review, Senior Review Team consideration, and a final selection by the Secretary.

1. Eligibility Review

The Office of Acquisition Management will review each application to confirm that each applicant meets the eligibility requirements as set forth in Section II 'Eligibility'.

2. Merit Review

If the applicant is eligible, an Application Review Panel (ARP) of Subject Matter Experts (SMEs) will use the criteria in Section VI 'Application Review Information' to assess individual applicant merit based on the Merit Review Rating Scale below (Highly Recommended, Recommended, Acceptable, Not Recommend). These ratings are based on the application's alignment to criteria 1 to 3 in Section VI 'Application Review Information'. The rating will ultimately reflect how well the applicant's project plan meets the goals of the program as stated in Section III.B 'Program Goals and Objectives' and the performance objectives stated in Section III.C 'Performance Measurement Information'.

After completing the merit review, among projects of similar merit, the DOT may prioritize projects that address the Administration and Department selection criteria listed below and in Section VIII.A. DOT may prioritize a project that:

a. Reinvests in the American Family. Applicants will be rated higher on this consideration if they can clearly demonstrate that the project provides substantial support for American families by investing in transportation systems that enable families to participate more fully in our economy without facilitating denial of the sex binary in humans or the promotion of the notion that sex is a chosen or mutable characteristic, in accordance with E.O. 14201 (Keeping Men Out of Women's Sports) and E.O. 14168 (Defending Women From Gender Ideology Extremism and Restoring Biological Truth to the Federal Government);

b. Supports Innovation. Applicants will be rated higher on this consideration if they can clearly demonstrate that the project creates opportunities to develop and conduct early deployments of innovative and emerging traffic safety technologies, reinforcing the Nation's leadership in technology and innovation;

c. Is located in a Qualified Opportunity Zone as defined in (26 U.S.C. § 1400Z-1);

d. Is located in or is sponsored by an entity that does not actively prohibit the enforcement of Federal laws, such as those identified in the following Executive Orders:
   i. E.O. 14321, "Ending Crime and Disorder on America's Streets"
   ii. E.O. 14342, "Taking Steps to End Cashless Bail to Protect Americans;"

e. Supports Administration priorities described in the following Executive Orders
   i. E.O. 14303, "Restoring Gold Standard Science."

3. Senior Review Team Review

The Senior Review Team (SRT) comprised of Senior DOT officials, determines which State Process for Informing Consumers of Recalls Grant Program applications will advance for

selection by the Secretary. The SRT may consider the merit criteria and selection considerations in Section VI.C.2 when determining which applications to advance.

The Department intends to apply principles from DOT Order 2100.7, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities when evaluating applications and making award selections. To the maximum extent permitted by law, NHTSA will prioritize projects that are in alignment with the principles outlined in DOT Order 2100.7. The U.S. DOT Secretary is to use the information provided by the SRT to make the final selection.

Table 4: Merit Review Rating Scale

Merit Review Rating Scale
Highly Recommended – The application demonstrates a highly detailed, superior approach for accomplishing program goals and performance objectives. The application is fully responsive to every aspect of the notice and written in a clear, logical and comprehensive manner. The application demonstrates that the applicant is capable of producing excellent or highly successful program results and is 'highly recommended' to the U.S. DOT Secretary for final selection.
Recommended – The application demonstrates a comprehensive and fully acceptable approach for accomplishing program goals and performance objectives. The application is fully responsive to every aspect of the notice and written in a clear, logical and comprehensive manner. The application demonstrates that the applicant is capable of producing successful program results and is 'recommended' to the U.S. DOT Secretary for final selection.
Acceptable – The application meets minimum requirements of the notice for accomplishing program goals and performance objectives. The application is responsive to all major aspects of the notice. The application demonstrates that the applicant is capable of achieving program objectives and has 'met the minimum requirements for recommendation' to the U.S DOT Secretary for final selection.
Not Recommended – The application demonstrates an incomprehensible or unacceptable approach, methods, organization, or capabilities. The application provided little to no detail as to how the program would be accomplished. The application demonstrates that the applicant is unable to achieve program results or the application is incapable of being evaluated and is 'not being recommended' to the U.S. DOT Secretary for consideration or final selection.

D. RISK REVIEW

Prior to award, the selected applicant will be subject to a risk assessment, as required by 2 CFR § 206. Specifically, NHTSA may consider any items such as the following:

1. **Financial stability**;
2. **Management systems and standards.** Quality of management systems and ability to meet the management standards prescribed in this part;
3. **History of performance.** The applicant's record in managing Federal awards, if it is a prior recipient of Federal awards, including timeliness of compliance with applicable reporting requirements, conformance to the terms and conditions of previous Federal awards, and if applicable, the extent to which any previously awarded amounts will be expended prior to future awards;
4. **Audit reports and findings.** Reports and findings from audits performed under subpart F of this part or the reports and findings of any other available audits; and
5. **Ability to effectively implement requirements.** The applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities.

NHTSA must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM and the Federal Awardee Performance Integrity and Information System (FAPIIS) records; the Department of Treasury's DO NOT PAY website; the Department of the Treasury list of Specially Designated Nationals; the selected entity's Disclosure of Lobbying Activities Form (SF-LLL); available information on USASpending.gov; available audit findings; and any other available past performance information. An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

VII. AWARD NOTICES

NHTSA may award multiple awards under the State Process for Informing Consumers of Recalls Grant program. The NHTSA award that is signed by the contracting officer is the official document that obligates funds and will be provided to the recipient electronically. All funds provided by NHTSA must be expended solely for the purpose for which the funds are awarded in accordance with the approved application and budget, the Uniform Administration Requirements, Cost Principles and Audit Requirements for Federal Awards (2 C.F.R. parts 200 and 1201).

A. PROGRAM FUNDING AND AWARDS

NHTSA may issue a single award or multiple awards under this funding opportunity. A total amount of $1,500,000.00 is available for this program. The size of the award will be based upon the reasonableness of the amount of funding needed to meet the program's goals and objectives as demonstrated in the application. The government's obligations under the State

Process for Informing Consumers of Recalls Grant program. are contingent upon the availability of appropriated funds from which payment for the project's activities can be made. No legal liability on the part of the government for any payment may arise until funds are made available.

B. TIMING OF AWARD

NHTSA anticipates an award(s) will be made on or before February 4, 2027.

C. NOTIFICATION TO UNSUCCESSFUL APPLICANTS

NHTSA will notify unsuccessful applicants by email no later than thirty (30) days after the final award(s) is announced. Unsuccessful applicants may request a summary of the basis for the decision.

VIII. POST-AWARD REQUIREMENTS AND ADMINISTRATION

A. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS

1. Performance under the State Process for Informing Consumers of Recalls Grant program. shall be subject to the administrative requirements contained in the following regulations which are incorporated by reference, with the same force and effect as if they were provided in full text:

    a. **2 C.F.R. parts 200 and 1200** - Uniform Administration Requirements, Cost Principles and Audit Requirements for Federal Awards;
    b. **2 C.F.R. parts 180 and 1200** – Non-procurement Suspension and Disbarment;
    c. **2 C.F.R. part 183** – Never Contract with the Enemy;
    d. **2 C.F.R. part 25** - Universal Identifier and System for Award Management;
    e. **49 C.F.R. part 11** - Protection of Human Subjects and **NHTSA Order 700-5**, NHTSA's policy on human subjects;
    f. **49 C.F.R. part 20** – Department of Transportation New Restrictions on Lobbying;
    g. **49 C.F.R. part 21** – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of The Civil Rights Act of 1964;
    h. **49 C.F.R. part 25** - Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance;
    i. **49 C.F.R. part 27** - Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance;
    j. **49 C.F.R. part 28** – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation;
    k. **49 C.F.R. part 32** - Governmentwide Requirements for Drug-Free Workplace (Financial Assistance); and
    l. **DOT Order 5610.1D** – DOT's Procedures for Considering Environmental Impacts.

2. Applicants will have procedures in place to respond to an unauthorized disclosure or breach of an individual's personally identifying information (PII). The recipient will notify NHTSA within seven (7) days of an incident involving the unauthorized disclosure or breach of PII. In the event

of an unauthorized disclosure or breach, the recipient will cooperate and exchange information with NHTSA, as needed, to properly escalate, refer, and respond to the incident.

3. **Domestic Preference Requirements:** As expressed in **Executive Order 14005**: Ensuring the Future Is Made in All of America by All of America's Workers, the executive branch should maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made available under this notice are subject to the domestic preference requirement at 23 U.S.C. 313. The Department expects all applicants to comply with that requirement.

4. Pursuant to **Executive Order 14151:** Ending Radical and Wasteful Government DEI Programs and Preferencing, Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.

5. Pursuant to **Executive Order 14154:** Unleashing American Energy, Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.

6. Consistent with **Executive Order 14168:** Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government and, as applicable, **Executive Order 14201**: Keeping Men Out of Women's Sports, Federal funds shall not be used to promote gender ideology. The Recipient will acknowledge, in writing, that no funds provided under the Agreement will be used to promote or otherwise inculcate gender ideology. All forms, documents, reports, and other related materials produced under the Grant shall require an individual's sex be listed as male or female and shall not request gender identity.

7. Applicants will ensure access to Limited English Proficiency (LEP) persons in accordance with the U.S. Department of Transportation (DOT) LEP guidance, dated December 7, 2005 (74 FR 74087), which will assist the Recipient in fulfilling its responsibilities pursuant to Title VI of the Civil Rights Act of 1964 and DOT's implementing regulations at 49 C.F.R. Part 21 (incorporated by reference above).

8. **Civil Rights and Title VI:** As a condition of an award, applicants should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 C.F.R. § 21), the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI plan, completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. DOT's and NHTSA's Office of Civil Rights may work with the recipients to ensure full compliance with Federal civil rights requirements.

9. **Critical Infrastructure Security and Resilience:** It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including physical and cyber risks, consistent with National Security Memorandum (NSM-22) on Critical Infrastructure Security and Resilience, and the National Security Memorandum on Improving

Cybersecurity for Critical Infrastructure Control Systems. 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 project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving funds.

10. **Program Evaluation:** Program Evaluation is an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency (5 U.S.C. § 311). Recipients and subrecipients are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress. Allowable data and evaluation costs are specified in 2 CFR 200.455(c). As a condition of grant award, grant recipients may be required to participate in an evaluation undertaken by DOT or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. DOT may require applicants to collect data elements to aid the evaluation and/or use information available through other reporting. Grant recipients must agree to: (1) make records available to the evaluation contractor or DOT agency staff; (2) facilitate and provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (34) follow evaluation procedures as specified by the evaluation contractor or DOT agency staff.

11. Each applicant that applies for Federal financial assistance must have the necessary processes and systems in place to comply with the reporting requirements of 2 C.F.R. Part 170 Reporting Subwards and Executive Compensation Information to receive Federal funding, unless the reporting requirements of paragraph (c) of 2. C.F.R. § 170.105 are inapplicable or it is exempt by Federal Statute or by the Office of Management and Budget pursuant to paragraph (d) of 2 C.F.R. § 170.105. See 2 C.F.R. Part 170.

12. Each applicant is encouraged to adopt policies to ban text messaging while driving consistent with **Executive Order 13513:** Federal Leadership on Reducing Test Messaging While Driving and **DOT Order 3902.10:** Text Messaging While Driving. The recipient is encouraged to adopt and enforce policies that ban text messaging while driving recipient-owned or rented vehicles or privately-owned vehicles when on performing under the State Process for Informing Consumers of Recalls Grant program.. Conduct initiatives in a manner commensurate with size of the recipient, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and education, awareness, and other outreach to employees about the safety risks associated while texting while driving.

13. In accordance with **Executive Order 13043:** Increasing Seat Belt Use in the United States, the recipient is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. NHTSA is responsible for providing leadership and guidance in support of this Presidential initiative. For

information on how to implement such a program or for statistics on the potential benefits and cost-savings to your company or organization, please visit the Click it or Ticket seat belt safety section of NHTSA's website at https://www.nhtsa.gov/campaign/click-it-or-ticket and https://www.nhtsa.gov/risky-driving/seat-belts.

14. **Federal Anti-Discrimination:**

    a. Except where prohibited by court order, pursuant to **Executive Order 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, United States Code.

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

15. Pursuant to **Executive Order 14282:** Transparency Regarding Foreign Influence at American Universities, by entering into this agreement, the Recipient, if applicable, certifies that it complies with 20 U.S.C. 1011f and any other applicable foreign funding disclosure law; the Recipient agrees that its compliance in all respects with 20 U.S.C. 1011f and any other applicable foreign funding disclosure is material to the government's payment decisions for purposes of section 3729 of title 31, United States Code.

16. Pursuant to **Executive Order 14303:** Restoring Gold Standard Science, the Recipient agrees to conduct any scientific activities, including research, evaluation or data collection consistent with the policies in this Executive Order, unless required by law.

17. **Pursuant to Executive Order 14321:** Ending Crime and Disorder on America's Streets. Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.

18. **Pursuant to Executive Order 14342:** Taking Steps to End Cashless Bail to Protect Americans, Federal funds shall not be employed in a manner contrary to the principles outlined in this Executive Order, unless required by law.

19. **Compliance with Federal Law and Policies**. Except where prohibited by court order "the applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds and will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal law.

20. The Recipient shall align the activities under this Grant Program to the principles from **DOT Order 2100.7**, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities.

21. The failure of this Grant to expressly identify Federal law or regulations applicable to the Recipient or activities under this Grant does not make that law or regulation inapplicable.

B. REPORTING

The following reporting requirements will be required under the program. The recipient shall submit all reports electronically, unless NHTSA specifies another manner of submission.

1. **Quarterly Progress Reports**

   The recipient shall submit quarterly reports to the contracting officer's representative COR no later than the 15th day of each month of each quarter beginning three (3) months after award. The report shall detail the progress the recipient has made to meet the performance objectives and goals of the program noted in Section III.C 'Performance Measurement Information'. The report must ensure accountability and financial transparency in the recipient's activities to meet the performance requirements of the program. Quarterly Reports shall include the following details, at a minimum, about the relevant performance objectives:

   a. A detailed accounting of the activities, including data, from the previous quarter to determine if the recipient is meeting performance measurables and objectives;
   b. Problems or delays that the recipient has experienced in the conduct of the agreement and solutions the recipient will take to mitigate or overcome the problems to meet performance objectives;
   c. Details of travel, including an explanation how the travel meets performance objectives, activities performed related to the project, meetings attended, persons contacted and other necessary details related to the project;
   d. Financial Statement of funds expended to date, identification of budget concerns and any proposed actions to correct budget concerns;
   e. Plans for meeting performance measures in the next reporting period; and
   f. Planned travel for the upcoming quarter.

   The recipient will be permitted to submit an invoice for reimbursement each month, provided that the invoice includes the justification for each invoiced item for the period of time.

2. **Financial Status Reports**
   The Recipient shall submit federal financial reports (SF-425) to the NHTSA COR and the Contracting Officer, annually, by October 1 of each fiscal year, to document the status of funds.

3. **Final Report**

The recipient shall submit a final report to the COR no later than one (1) month prior to the conclusion of the period of performance. At a minimum, the final report will include a narrative description of the activities conducted, an analysis or evaluation of the effectiveness of the project to the performance objectives noted in Section III.C 'Performance Measurement Information'. The final report shall include in a separate section or as an attachment to the final report copies of all products produced under the project and all data relied upon by the recipient to develop or produce products under the project.

IX. OTHER INFORMATION

A. INFORMED CONSENT POLICY

In addition to the requirements in 49 C.F.R. Part 11 Protection of Human Subjects (See Section VIII.A.1.d 'Administrative and National Policy Requirements'), the recipient shall obtain prior written authorization from NHTSA for all consent and release forms to be presented to human subjects participating in research under this project.

B. CONFLICTS OF INTEREST

It is U.S. DOT policy to award Grants only to those applicants whose objectivity is not impaired because of any related past, present, or planned interest, financial or otherwise, in organizations regulated by U.S. DOT, or in organizations whose interests may be substantially affected by Departmental activities and which is related to work specified in this notice. Based on this policy, if, after award, the Recipient discovers a conflict of interest with respect to the State Process for Informing Consumers of Recalls Grant program. that could reasonably have been known prior to the award, an immediate and full disclosure shall be made in writing to the contracting officer. The disclosure shall include a full description of the conflict along with a description of the action the recipient has taken, or proposes to take, to avoid or mitigate such conflict.

1. The applicant shall provide a statement in its application which describes in a concise manner all past, present or planned organizational, financial, contractual or other interest(s) with an organization regulated by U.S. DOT, or with an organization whose interests may be affected substantially by Departmental activities, and which is related to the work under this notice. The interest(s) described shall include those of the Applicant, its affiliates, proposed consultants, proposed subcontractors and key personnel of any of the above. Past interest shall be limited to within one year of the date of the applicant's technical application. Key personnel shall include any person owning more than 20% interest in the applicant, and the applicant's corporate officers, its senior managers and any employee who is responsible for making a decision or taking an action under the State Process for Informing Consumers of Recalls Grant program. where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

2. The applicant shall describe in detail why it believes, in light of the interest(s) identified in (a) above, that performance of the proposed State Process for Informing Consumers of Recalls Grant program. can be accomplished in an impartial and objective manner.

3. In the absence of any relevant interest identified in (a) above, the applicant shall submit in its application a statement certifying that to its best knowledge and belief no affiliation exists relevant to possible conflicts of interest. The applicant must obtain the same information from potential subcontractors prior to award of a subcontract under the resultant State Process for Informing Consumers of Recalls Grant program..

4. The NHTSA Contracting Officer will review the statement submitted and may require additional relevant information from the applicant. All such information, and any other relevant information known to U.S. DOT, will be used to determine whether an award to the applicant may create a conflict of interest. If any such conflict of interest is found to exist, the NHTSA contracting officer may (1) disqualify the applicant, or (2) determine that it is otherwise in the best interest of the agency to contract with the applicant and include appropriate provisions to mitigate or avoid such conflict in the award.

5. The refusal to provide the disclosure or representation, or any additional information required, may result in disqualification of the applicant for award. If nondisclosure or misrepresentation is discovered after award, the resulting State Process for Informing Consumers of Recalls Grant program. may be terminated. If after award, the recipient discovers a conflict of interest with respect to the State Process for Informing Consumers of Recalls Grant program. awarded as a result of this notice, which could not reasonably have been known prior to award, an immediate and full disclosure shall be made in writing to the NHTSA contracting officer. The disclosure shall include a full description of the conflict, a description of the action the recipient has taken, or proposes to take, to avoid, or mitigate such conflict. The NHTSA Contracting Officer may, however, terminate the Grant for convenience if he or she deems that termination is in the best interest of the Government.

C. ROUTES INFORMATION

User-friendly information and resources regarding DOT's discretionary federal assistance programs relevant to rural applicants can be found on the Rural Opportunities to Use Transportation for Economic Success (ROUTES) website at https://www.transportation.gov/rural.

D. PUBLIC ACCESS TO PUBLICATIONS AND DIGITAL DATA SETS

The recipient shall ensure public access to publications and digital data sets it develops under this project consistent with the DOT's Plan to Increase Public Access to the Results of Federally-Funded Scientific Research Results. A copy of the DOT plan is located at https://www.transportation.gov/mission/open/official-dot-public-access-plan-v11.

E. SHARING OF APPLICATION INFORMATION

NHTSA may share application information within the U.S. Department of Transportation or with other Federal agencies if the NHTSA or the Department determines that sharing is relevant to the respective program's objectives.

[END OF NOTICE OF FUNDING OPPORTUNITY (NOFO)]