Fiscal Year 2026
Great American Digital Corridors Program
Notice of Funding Opportunity

Application Opening Date: November 12, 2026
Application Closing Date: December 28, 2026

U.S. Department of Transportation

Federal Highway Administration

Fiscal Year 2026 Great American Digital Corridors Program Notice of Funding Opportunity

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A. BASIC INFORMATION

The applicant should read this notice in its entirety for the information necessary to submit eligible and competitive applications. It is the applicant's responsibility to monitor any changes to this notice.	
Federal Agency Name	U.S. Department of Transportation (Department or DOT) Federal Highway Administration (FHWA)
Funding Opportunity Title	Great American Digital Corridors (GADC) Program
Announcement Type	This is a new Notice of Funding Opportunity (NOFO).
Funding Opportunity Number	FHWA-GADC-27-001
Assistance Listing Number(s)	**20.273**
Funding Details	This NOFO will award up to $20 million for Fiscal Year (FY) 2026 under section 11101(c)(1)(D) of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58, to carry out the Intelligent Transportation Systems (ITS) Program and is subject to the availability of funds. Although there is no minimum or maximum award amount for FY 2026 GADC Program, DOT anticipates providing between $10 and $20 million in FY 2026 funding through cost-reimbursable cooperative agreements.
Key Dates	Application Due Date: December 28, 2026, at 11:59:59 PM ET. DOT anticipates announcing awards in early 2027.
Executive Summary	The FY 2026 GADC Program provides funding to support States in modernizing Digital Infrastructure[1] on the

[1] https://www.its.dot.gov/research-areas/Digital-Infrastructure/
Broadly defined, digital infrastructure is collective of public and private technology assets that create, exchange, or use data or information to improve the transportation system by the provision of existing and new services for travelers, businesses, and agencies. Work in this area continues to apply system engineering and research principles to identify the technology and policy gaps as the application of ITS continues to improve through integration, expansion, and more focused application.

	Federal-aid highway system[2], including the Interstate System, to improve safety and efficiency, reduce congestion, and optimize freight movement. Digital Infrastructure supports the modernization of the transportation systems by enabling the exchange of precise, accurate and reliable digital feeds of work zones, lane closures, and other dynamic, real-time operational conditions. Using Digital Infrastructure to bridge the gap between physical infrastructure and digital intelligence, infrastructure owner operators (IOO) can improve safety, efficiency, security, and mobility for transportation workers and all road users. Eligible applicants under the FY 2026 GADC Program are: ● States, ● Local governments, ● Tribal governments, ● Transit agencies, ● Public toll authorities, ● Metropolitan planning organizations (MPOs), ● Other political subdivisions of a State or local government, ● Private entities, nonprofit organizations, and academic institutions may apply as an eligible entity and lead administration of the project, provided they apply as part of consortium with one or more other eligible entities, and ● Consortia of eligible entities. Pursuant to a Secretarial determination under Section 11101(c)(3) of the IIJA, Pub. L. No. 117-58 (Nov. 15, 2021), there is no required non-Federal share for FY 2026 GADC Program.
Agency Contact Information	U.S. Department of Transportation Federal Highway Administration Office of Administration 1200 New Jersey Avenue, S.E. Washington, D.C. 20590 Email: digitalcorridors.program@dot.gov Website: https://www.its.dot.gov/

[2] https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section103&num=0&edition=prelim

B. ELIGIBILITY

1. ELIGIBLE APPLICANTS

See Section A for a list of eligible applicants.

DOT encourages consortia of eligible applicants to apply. The application must designate a lead applicant which must be an eligible applicant. The lead applicant would receive the funding and be responsible for compliance with all Federal requirements.

2. ADDITIONAL RESTRICTIONS ON ELIGIBILITY

Eligible projects are those that create a publicly available, interoperable transportation data feed and operational exchange system along a continuous corridor that connects multiple States. Eligible projects must include work zone or lane closure information. Acceptable roadway corridors should consist primarily of those within the Interstate Highway System and may incidentally include other portions of the Federal-aid highway system operationally relevant to the Interstate Highway System.

3. COST SHARING

See Section A. The Federal share of the cost of a project may be 100 percent of the total project cost. Pursuant to Section 11101(c)(3) of the IIJA, Pub. L. No. 117-58 (Nov. 15, 2021), there is a determination that this program will have no required non-Federal share for FY2026.

4. OTHER

Eligible costs under the GADC Program are focused on the deployment, installation and operation of digital infrastructure. Eligible costs include the planning and design, construction, installation, testing, validation and operational deployment of digital infrastructure.

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

If a non-State Department of Transportation (State DOT) applicant will use Federal-aid formula funds apportioned to a State DOT as part of the total project budget, the application must also include a supporting letter from the State DOT agreeing to administer the project with the non-State DOT applicant serving as the sub-recipient.

5. APPLICATION LIMIT

There is no limit on the number of applications an applicant may submit. If submitting more than one application, indicate the funding priority of each application on the application cover page. FHWA is not required to consider the applicant's funding priority when making selections.

C. PROGRAM DESCRIPTION

1. PROGRAM PURPOSE

The purpose of the FY 2026 GADC Program is to support the States in advancing the deployment of Digital Infrastructure on the Federal-aid highway system, including the Interstate System, across the country to improve safety, efficiency, reduce congestion, and optimize freight movement.

PROGRAM GOALS AND ADMINISTRATION PRIORITIES

The FY 2026 GADC Program is funded by the DOT's Intelligent Transportation Systems Joint Program Office, which is established in law to carry out a comprehensive program of intelligent transportation system research and development and operational tests of intelligent vehicles, intelligent infrastructure systems, and other similar activities.

The Department seeks to fund projects that meet the following goals:

- Modernizes transportation digital infrastructure to advance the U.S. Federal-aid highway system, including the Interstate System, and support near real-time exchange of transportation data to improve safety and efficiency and optimize freight movement.
- Encompasses multi-State, end-to-end data exchange along a corridor within the Federal-aid highway system, including the Interstate System, that encompasses all lane miles, across multiple States and jurisdictions, with all IOOs committed to the project.
- Ensures accurate work zone and lane closure data by digitizing or making other improvements that advance existing State processes or capabilities related to providing precise, accurate and reliable digital feeds of work zones, lane closures, and other dynamic, real-time operational conditions.
- Improves transportation data availability, interoperability and scalability to ensure, demonstrate and advance best practices on the public and private sharing and use of data, including open platforms and open data formats.
- Advances post-crash care by improving emergency and medical response coordination, including integrating first responder and emergency medical services data or systems.

Illustrative examples of projects DOT may seek to fund are shown below. These examples are neither exhaustive nor prioritized; DOT may select other eligible project types for funding.

Example 1: Interstate A Work Zone Focus
Interstate A traverses through seven States from its start to end point. A lead State DOT puts in an application for all seven States focused on deploying a publicly available data exchange feed that collects and disseminates real-time work zone lane closure information. The application features work zone lane closure information that is shared directly to the State DOTs and is publicly available. The application features demonstration of operational decisions made by one State DOT given potential travel impacts of a lane closure from an upstream or downstream fellow State agency. In addition, the application features academic partnership and OEM data feeds to identify individual ground truth advancements of the work zone lane closure, and

worker presence information is communicated to vehicle operators in a timely manner. One State DOT serves as the lead applicant, with a consortium of other six States and features several private entities to support the build and development of the interoperable data feeds.

Example 2: Interstate B Freight Inclement Weather Re-Route

Interstate B is a major freight interstate, carrying 75 percent of goods through the country's north-south passage and features a total of six States along the end-to-end interstate. Timely lane closure information, including major interstate closures during bad weather events, greatly impacts the movement of goods throughout the country. The application demonstrates how coordinated corridor management and real-time information to freight operators and the traveling public during active inclement weather, interstate closures or work zone delays can improve, truck parking availability, and arrival times.

A private entity serves as the lead applicant, with all six States as co-applicants and features several private freight operators, and an academic partner in every State to support the build and development of the data feed.

Example 3: Interstate C Major Event Management

Interstate C features a total of ten States from coast-to-coast. A major international sporting event is coming to the eastern region of Interstate C with significant travel demand and congestion to five of the ten States on Interstate C during the already peak travel summer months. Interstate C is expected to be at 225 percent of its capacity during peak season and must work together to actively manage the anticipated heavy congestion and freight traffic along safe re-routes, while also reserving the ability for first responders and law enforcement to respond should the need arise. The application features enhancement of work zone information for all five States to feed into the platform along with other lane closure information and dynamic traffic condition data. The demonstration will feature a publicly available data platform that enables closed, live coordination between State agencies (including first responders and law enforcement) and also has publicly available data feeds pushed to travel information platforms (mobile devices, direct in-vehicle infotainment, automated vehicles deployed in the urban area and dynamic message board infrastructure on interstate and within urban area). On the backend, the platform will capture travel congestion patterns, with the academic partners leveraging super intelligence to develop travel information re-routes that can be pushed to operators based on predicted peak flow, overcapacity metrics, weather and other dynamic conditions.

A consortium (featuring public infrastructure owner operators, State DOTs, State and local law enforcement) serves as the lead applicant. The consortium features participation of all five of the impacted States from the broader interstate (that features a total of 10 States) that are impacted by the large event. In addition, the application features partnership with several private entities, academic partners and AV deployers.

DOT seeks to fund projects advancing the priorities of the Trump Administration as described in DOT's mission statement and across President Trump's Executive Orders (E.O.). DOT intends to apply principles from DOT Order 2100.7, (Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities) and DOT Order 2100.9, (Ensuring Nondiscrimination and Equal Opportunity in Department of Transportation Policies, Programs, and Activities) when evaluating applications and making award selections. Furthermore, the FY

2026 GADC Program will support DOT's strategic goal for innovation, leading the world by bringing the best of American ingenuity to transportation. To support the DOT Freedom to Drive Initiative, DOT also seeks projects that minimize congestion.

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

2. PROGRAM AUTHORIZATION AND FUNDING

Section 11101(c)(1)(D) of the IIJA, Pub. L. No.117-58, authorizes $110 million to carry out the ITS Program under 23 U.S.C. §§ 512-518. Of the available ITS funding, up to $20 million may be awarded under this FY 2026 GADC Program NOFO. The obligation deadline for these funds is September 30, 2029; DOT anticipates a period of performance between 1 and 4 years. There is no expenditure deadline for these funds once the funds are obligated.

There is no legal liability on the part of the Government for any payment that may arise until funds are available and obligated to an award. DOT is not required to make any awards because of this notice.

3. AWARD SIZE

Although there is no minimum or maximum award for the FY 2026 GADC Program, DOT anticipates a minimum award size of $1 million and a maximum award of $8 million, subject to change, depending on number and quality of applications. DOT anticipates up to eight awards, two or three large or several smaller awards.

4. TYPE OF AWARD

The anticipated award(s) will be cost-reimbursable cooperative agreements.

See Section G for additional information on cost reimbursement.

5. PERFORMANCE GOALS

See Section H for details on performance reporting requirements and goals.

6. PREVIOUS AWARDS

There are no previous awards for the FY 2026 GADC Program.

7. BUY AMERICA REQUIREMENTS

Funds made available under this NOFO are subject to domestic preference requirements. See Section H of this NOFO for additional details. Applicants can also refer to the FHWA

Construction Program Guide for more information about addressing FHWA's Buy America requirements and Build America Buy America requirements.

8. SUBSTANTIAL FEDERAL INVOLVEMENT

A cooperative agreement is a DOT financial assistance instrument (under 31 U.S.C. 6302-6305) used to transfer funds to a non-Federal recipient for a public purpose, requiring substantial DOT programmatic involvement.

The Department anticipates substantial Federal involvement between the Department and the awardee throughout the term of this agreement, particularly with respect to program management. Specifically, the Department will:

- Engage in regular meetings, including a minimum kickoff meeting, monthly status meetings, and annual technical and budget reviews.
- Engage in strategic and technical decisions.
- Review, evaluate, comment on, and approve the awardee's program implementation plan, scope of work, methodology, and schedule.
- Provide technical assistance and guidance.
- Provide documents and other technology transfer materials.
- Collaborate and participate with any established technical, advisory or stakeholder groups.
- Review and approve invoicing.
- Monitor performance.
- Review and approve final products.
- Disseminate final research materials.

D. APPLICATION CONTENTS AND FORMAT

APPLICATION FORMAT

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

Application files should be single-spaced, 12-point standard font (*e.g.*, Times New Roman), with one inch margins. Files should be in PDF unless otherwise specified (*e.g.*, Excel based forms and location files such as Shapefile or KML/KMZ).

FHWA recommends applicants use a file naming format of: "[Applicant organization#]-2026-Great American Digital Corridors" where "Applicant organization" reflects the applicant's legal name, abbreviated as appropriate, and where "#" represents the order of applicant priority for the cooperative agreement, if more than one application is submitted. If necessary, the workspace title can be edited per the instructions on Grants.gov.

The application package must consist of the following:

All Project Types	Non-Construction Projects-Only	Construction Projects-Only
Standard Form (SF) 424 (Application for Federal Assistance)	SF-424A (Budget Information for Non-Construction Projects)	SF-424C (Budget Information for Construction Projects)
SF-LLL (Disclosure of Lobbying Activities form)		SF-424D (Assurances for Construction Programs)
The FY 2026 Program Application Template (see Section D.2) must be added as an attachment to item 15 of the SF-424.		

APPLICATION CONTENT

Standard Forms

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

For more information on SF, please see: Standard Forms | FHWA.

The FY 2026 GADC Program Application Template

Applicants must complete the Digital Corridors Cooperative Agreement Application Template and include it as an attachment to Item 15 of their SF-424. The Application Template should provide all information necessary for FHWA to determine the project satisfies the eligibility requirements described in Section B and evaluate the criteria specified in Section F. If submitting more than one application, indicate the funding priority of each application on the application cover page.

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

The application must provide a budget for the project, either within the Application Template itself, or as an attachment. The budget must list the amount and percentage of both the Federal funding requested and any additional Federal or non-Federal funds, if applicable, to be used to pay for the project.

The Application Template can be found on Grants.gov.

SHARING APPLICATION INFORMATION

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

For information on confidential business information please see: Sharing of Application Information.

E. SUBMISSION REQUIREMENTS AND DEADLINE

ADDRESS TO REQUEST APPLICATION PACKAGE

Applicants may obtain application forms, including the Application Template, on Grants.gov under the Funding Opportunity Number under Section A.

Once at Grants.gov, select the Search Grants tab. Then enter one of the following:

- Opportunity Number: **FHWA-GADC-27-001**
- Opportunity Name: **FY 2026 Great American Digital Corridors (GADC) Program**
- Assistance Listing Number: **20.273**

Select the program. This will open the grant opportunity Webpage. This Webpage has details about the program and a link to the application. Click the "View on Grants.gov" button. This will open the program opportunity on the Grants.gov Website. The first tab is a synopsis of the opportunity. There is also a "Package" tab, which contains the application package. Select the "Package" tab to download the forms needed to submit a FY 2026 GADC Program application. The applicant must complete and submit all forms included in the application package for this notice, as contained at Grants.gov.

Should applicants have any difficulties in accessing any SF's and require paper copies, please contact the Agency Contact provided in Section A of this NOFO.

UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD MANAGEMENT

Each applicant must:

- Have an active registration in the System for Award Management (SAM) at SAM.gov before submitting its application;
- Provide a valid Unique Entity Identifier in its application; and
- Continue to always maintain an active registration in SAM.gov with current information during which it has an active Federal award or an application under consideration by a Federal Agency.

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

SUBMISSION INSTRUCTIONS

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

SUBMISSION DEADLINE

FY 2026 GADC Program applications must be submitted through Grants.gov by 11:59:59 PM EST on December 28, 2026. Grants.gov attaches a time stamp to each application at the time submission is complete.

CONSIDERATION OF APPLICATIONS

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

To the extent practicable, applicants should provide supporting data and documentation in a form directly verifiable by the Department. The Department may, but is not required to, request additional information, including data to clarify supporting documentation submitted in an application. To ensure a fair and unbiased evaluation of applications submitted under this notice, the Department will not request additional information to perfect incomplete applications.

SUBMISSION ISSUES

For information on submission issues and more information on late applications, please see: Submission Issues Information.

INTERGOVERNMENTAL REVIEW

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

F. APPLICATION REVIEW INFORMATION

MERIT CRITERIA

The Department will evaluate applications submitted in response to this notice using the Merit Criteria listed below. Each Merit Criteria will be rated using the following ratings: Highly Responsive, Responsive, or Non-Responsive. These ratings will be used at the conclusion of the Merit Criteria evaluation to assign the application an overall Merit Criteria rating of High, Medium, or Low.

<u>Merit Criterion 1:</u> Corridor Digital Data Innovation, Modernization and Expected Benefits

Criterion 1 Objectives	**Highly Responsive**	**Responsive**	**Non-Responsive**
The application describes: A. How, within 1 year of award, the proposed project will develop a publicly available, interoperable transportation data feed and operational exchange system along an end-to-end corridor that connects multiple States. Acceptable roadway corridors include, but are not limited to, those that are part of the Federal-aid highway system, including the Interstate System. B. How the proposed project will measurably address one or more critical operational needs, (*e.g.*, safety, efficiency, congestion, freight movement, etc.), of the transportation system and emphasizes expected benefits for all road owners and the corridor collectively. C. How the proposed project includes work zone information. This should include the enhancement or innovation of current work zone data, an active and complete work zone data exchange (WZDx), connected work zone (CWZ), or other methods to advance work zone information in the corridor. D. How the proposed project meaningfully improves transportation safety and will reduce risk contributing to fatal and serious injury crashes. E. How the proposed project improves the wayfinding and user experience or supports the modernization of transportation in rural communities.	The application aligns with all five criteria.	The application aligns with A, B, and C, and either D or E.	The application is neither Highly Responsive nor Responsive.

Merit Criterion 2: **Data Quality, Validation, and Public Availability**

Criterion 2 Objectives	Highly Responsive	Responsive	Non-Responsive
The application describes: A. The technical approach and methodology to achieve the highest data quality attributes and assurance for data accuracy, completeness, validity, timeliness, typical coverage, and accessibility as defined by the DOT FHWA Office of Operations. B. The methods to validate shared data assets against reliable ground truth benchmarks. C. The detailed approach for achieving the end-to-end data latency requirement applicable and appropriate to the proposed use case(s) and critical need addressed, including description of how this will be achieved. D. The public data availability, data formats and mechanism for monitoring data consumption and utilization over time.	The application aligns with A, B, C, and D.	The application aligns with both A and B and either C or D.	The application is neither Highly Responsive nor Responsive.

Merit Criterion 3: **Partnership, Collaboration and Institutional Capacity to Accelerate Project Delivery**

Criterion 3 Objectives	Highly Responsive	Responsive	Non-Responsive
The application describes: A. The participation by the State DOTs or IOOs in the proposed project. B. The public and private industry partners (*e.g.*, organizations managing commercial fleet management systems and telematics, including those offering automated driving systems (ADS)-equipped vehicles to include their teleoperation centers or roadside devices connecting with ADS-equipped vehicles or advanced driver assistance systems) will deliver data	The application aligns with A and indicates the majority of the State DOT and IOOs along the project corridor will participate in the project. The project also aligns with B, C, D, E, F, and G.	The application aligns with A and indicates the majority of the State DOT and IOOs along the project corridor will participate in the project. The project also aligns with B, C, D, and at least two of the three remaining Objectives.	The application is neither Highly Responsive nor Responsive.

directly to travelers and/or fleets for safety and/or driver decision making. C. The commitments from all public and private entity partners and provide letters of commitment from each as attachments to the application package. D. The partnerships with 911 centers or public safety agencies to improve post-crash care and emergency response coordination through data integration and provide letters of comment from each as attachments to the application package. E. An active academic partner. F. The proposed organizational team and partnership structure, including the institutional capacity of the proposed team, detailing the lead, sub-leads, roles, and how the team enables accelerated project delivery. G. The methods or mechanisms, including existing procurement processes and partner agreements, to support accelerated project delivery, including how the applicant will achieve systems engineering analysis (in compliance with 23 CFR part 940 Intelligent Transportation System Architecture and Standards) requirements within the project timeline.			

<u>Merit Criterion 4:</u> Operability, Economic Competitiveness, and Scalability

Criterion 4 Objectives:	**Highly Responsive**	**Responsive**	**Non-Responsive**
The application describes: A. The active and operational transportation data feeds or exchanges available along the proposed corridor as applicable to the proposed critical need use cases (*e.g.*, CWZ, Roadway Weather Information System, truck parking information systems, Traffic Management Data Dictionary, Traffic	The application aligns with A, B, C, D, and either E or F.	The application aligns with only A, B, C, and D.	The application is neither Highly Responsive nor Responsive.

Management Center to device communications, WZDx, or others) that are publicly available at the time of application. B. The availability of connectivity (*e.g.*, cellular, satellite, fiber or others) that will enable near real time data exchange and availability, including mitigation techniques to ensure data delivery in low-broadband areas. C. The proposed data feed and operational environment's scalability, transferability and applicability to other corridors and other use cases. D. The proposed ongoing maintenance requirements of the proposed corridor's operational data feed or exchange. E. The potential impacts or foreseen barriers to national scaling and possible mitigation tactics to enable broad scaled deployment. F. The methods used to improve intermodal or multimodal freight mobility, or how it addresses a freight bottleneck as identified in the National Freight Strategic Plan, a State Freight Plan, or as measured by relevant freight industry associations.			

MERIT CRITERIA RATINGS

Based on the assessment described in Section F.1 above, FHWA will assign a merit criteria rating as shown in the table below.

Merit Criteria Rating	**Description**
High	At least three of the four Merit Criteria are rated Highly Responsive, and no more than one Merit Criterion is rated Responsive.
Medium	All Merit Criteria are rated at least Responsive.
Low	Any of the Merit Criteria are rated Non-Responsive.

PROJECT READINESS ASSESSMENT

To assess the likelihood of a successful project, FHWA will consider Project Readiness for eligible applications receiving a medium or higher Merit Criteria rating.

For the Project Readiness Assessment, FHWA will consider three evaluation ratings: Technical Assessment, Financial Completeness Assessment, and Permitting Risk Assessment. FHWA will use information from the Project Readiness Assessment portion of the application as well as information contained throughout the application to complete the Project Readiness Assessment. The ratings for each Project Readiness Assessment criteria will also be assigned a numerical

label. These will be used at the conclusion of the Project Readiness Assessment to assign the application an overall readiness rating.

Readiness: Technical Assessment

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

Technical Assessment ratings will be based on:

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

Readiness: Financial Completeness Assessment

The Financial Completeness Assessment evaluates whether the applicant presented a complete funding package. The Financial Completeness criterion will be rated using the following ratings: Complete (3), Partially Complete (2), or Incomplete (1), as defined in the table below.

Financial Completeness Assessment ratings will be based on:

Rating	Complete (3)	Partially Complete (2)	Incomplete (1)
Financial Completeness Assessment Elements: A. The application demonstrates the costs in the estimate are reasonable and necessary to complete the project. B. The application includes a plan to address potential cost overruns. C. The application demonstrates reasonable availability of all funding needed to complete the project with an award. D. The application includes information on how future operation, maintenance, and preservation costs will be funded.	The application demonstrates the applicant, and project will meet Financial Completeness Assessment Elements A, B, C, and (for construction projects only) D.	The application demonstrates that the applicant and project will meet Financial Completeness Assessment Elements A and C. However, while a plan for cost overruns is provided, it is incomplete or based on approaches or funding sources not reasonably demonstrated as available to the applicant; or the funding described for future operation, maintenance, or preservation costs is not reasonably demonstrated as available to the applicant.	Financial Completeness Assessment Elements does not meet a Complete or Partially Complete rating.

Readiness: Permitting Risk Assessment

The Permitting Risk Assessment evaluates the status of the environmental approvals required for the proposed project and the likelihood other necessary approvals, permits, or public engagement will affect project obligation. The applicant must also disclose if there is open litigation concerning the project or, if there is known, and difficult to resolve, public controversy, or agency opposition to the project on environmental grounds. The permitting risk criterion will be rated using the following ratings: Low Risk (3), Moderate Risk (2), or High Risk (1), as defined in the table below.

Permitting ratings will be based on:

Rating	Low Risk (3)	Moderate Risk (2)	High Risk (1)
Permitting Risk Assessment Elements: A. National Environmental Policy Act (NEPA) is completed, or the application demonstrates NEPA will be completed in time to meet the project schedule. B. All necessary permits have been obtained, or the	The application demonstrates the project, and applicant will meet Permitting Risk Assessment Elements A, B, and C and does not have any known unmitigated risks to project delivery	The application addresses Permitting Risk Assessment Elements A, B, and C but demonstrates there is risk of schedule delay because either: • An Environmental Assessment or Environmental Impacts Statement is needed, and the	The application does not demonstrate the project, and applicant will meet Permitting Risk Assessment Elements A, B, or C; or indicates risk as described in Element D.

application demonstrates permits and approvals will be obtained in time to meet the project schedule. C. Public engagement has occurred or will occur (or reasonable justification is provided for why it is not necessary), any known public controversy has been or will be addressed or mitigated. D. The application discloses any known and unmitigated issues posing high risk to project delivery. Examples include litigation, known public controversy, or agency opposition to the project on environmental grounds.	as shown in Element D.	NEPA document has not been released for public review; • Permit work has not started, and the schedule does not include time for schedule delays; or • Public engagement has not started, and the schedule does not include time to address public input; and • The project or program has known unmitigated risks to project delivery as shown in Element D.	

The project readiness ratings described above will be translated to a High, Medium, or Low rating using the table below:

Project Readiness Rating	**Description**
High	Two or more Readiness Assessment categories are rated as a 3, and no readiness assessment categories are rated as a 1.
Medium	One Readiness Assessment category is rated as a 3, with two readiness assessment categories rated as a 2.
Low	All Readiness Assessment categories are rated as 2, or any Readiness Assessment categories are rated as a 1.

OVERALL RATING OF THE APPLICATION

Following the Merit Criteria review and Project Readiness Assessment, FHWA will assign each eligible application an overall rating of Highly Recommended, Recommended, or Not Recommended, as follows:

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

DOT PRIORITY CONSIDERATIONS

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

- DOT may provide awards for projects that demonstrate high readiness for completion within 1 year of agreement execution.
- DOT may provide awards for multi-State, end-to-end data exchanges along an Interstate System corridor, that encompasses all lane miles, across multiple States and jurisdictions, with all IOO's committed to the project.
- DOT may provide awards to promote a geographic mix of recipients.
- DOT may provide awards for projects that decrease roadway traffic congestion.
- DOT may provide awards for projects that show a high responsiveness to expansion or modernization of transportation in rural communities.

The application should demonstrate how the project may meet these DOT priority considerations.

REVIEW AND SELECTION PROCESS

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

Technical Review Team

The evaluation of eligible applications will be conducted by a TRT, comprised of DOT and FHWA Staff. TRT will evaluate each application passing the initial intake and eligibility review against the Merit Criteria in Section F. TRT will then complete the Project Readiness Assessment as described under Section F to determine which applications are rated as Highly Recommended, Recommended, or Not Recommended.

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

Senior Review

SRT may consist of officials from the Office of the Secretary of Transportation, the FHWA Administrator, and others in senior leadership positions requested to serve by the FHWA Administrator. SRT will determine which projects advance to DOT leadership for final selection. DOT leadership has the discretion to determine which applications best address the FY 2026 GADC Program Merit Criteria, Project Readiness Assessment, and DOT priority considerations, and should be selected for award.

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

Reduced Awards

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

APPLICANT RISK ASSESSMENT

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

G. AWARD NOTICES

1. HOW PROJECT SELECTIONS ARE ANNOUNCED

Following the evaluation outlined in Section F, FHWA will announce awarded projects by posting a list of selected projects at: https://www.its.dot.gov/. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following the announcement, FHWA will contact the point of contact listed in SF-424 to initiate negotiation of the project agreement for authorization.

The FY 2026 GADC Program will be awarded upon the execution of an agreement between the FHWA and the recipient.

Unsuccessful applicants may request a debriefing up to 90 days after the selected funding recipients are publicly announced. The request must be submitted by the applicant identified on SF-424. The debrief will be limited to how the application responded to the program evaluation criteria described in Section F of the NOFO. All debrief requests should be submitted to digitalcorridors.program@dot.gov by the applicant identified on SF-424.

2. REIMBURSEMENTS AND COSTS INCURRED PRIOR TO AWARD AND OBLIGATION OF COOPERATIVE AGREEMENTS

Unless authorized by FHWA in writing after announcement of FY 2026 GADC Program selections, any costs incurred prior to FHWA's obligation of funds for a project are ineligible for reimbursement and are ineligible cost share requirements. FHWA will primarily administer cooperative agreements on a reimbursement basis. Under the reimbursement approach, FHWA funds will reimburse recipients only for costs incurred after execution of a cooperative agreement for costs FHWA determines to be allowable, reasonable, and allocable, as defined under 2 CFR part 200, and after the recipient submits valid requests for reimbursement.
If a recipient cannot complete a project on a reimbursable basis, FHWA will–on a case-by-case basis–consider recipient requests to use alternative payment methods as described under 2 CFR 200.305(b).

H. POST-AWARD REQUIREMENTS AND ADMINISTRATION

ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS

Administrative Requirements

All awards will be administered pursuant to the uniform administrative requirements, Cost Principles and Audit Requirements for Federal awards found in 2 CFR part 200, as adopted by DOT at 2 CFR part 1201. Applicable Federal laws, rules, and regulations set forth in title 23, U.S.C., and titles 23 and 49 of the CFR, shall apply to awards provided under this program.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the U.S. Constitution; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of DOT and FHWA; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget (OMB). In complying with these requirements, recipients must ensure that no concession agreements are denied, or other contracting decisions made based on speech or other activities protected by the First Amendment. If DOT determines a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Program Requirements

Critical Infrastructure Security, Cybersecurity and Resilience

It is the policy of the U.S. Government to strengthen the security and resilience of its critical infrastructure against all threats and hazards, including physical and cyber risks, consistent with National Security Memorandum 22 to secure and enhance the resilience of U.S. Critical Infrastructure. Each applicant selected for Federal funding must demonstrate, prior to the signing of the 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 DOT and the U.S. Department of Homeland Security, will be required to do so before receiving funds.

Domestic Preference Requirements

As expressed in E.O. 14005, *Ensuring the Future Is Made in All of America by All of America's Workers* (86 FR 7475), the Executive Branch should maximize, consistent with law, the use of goods, products, and materials produced, and services offered in, the United States. Funds made available under this notice are subject to FHWA's steel, iron, and manufactured product domestic requirements at 23 U.S.C. 313 and 23 CFR 635.410, and the construction materials domestic preference requirement at Pub. L. No 117-58, div. G §§ 70901–70927, as implemented by OMB at 2 CFR part 184. DOT expects all applicants to comply with those requirements.

Federal Anti-Discrimination

- Except where prohibited by court order, pursuant to E.O. 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of 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 31 U.S.C § 3729(b)(4).
- Except where prohibited by court order, pursuant to E.O. 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of award, each Recipient must certify that it does not operate any program that promotes diversity, equity, and inclusion initiatives in violation of applicable Federal anti-discrimination laws.

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

Compliance with Federal Law and Policies

Except where prohibited by court order the applicant assures and certifies, with respect to any application and awarded project under this NOFO, it will comply with all applicable Federal

laws, regulations, E.O., policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.

REPORTING

Each applicant selected for the FY 2026 GADC Program funding must submit semi-annual progress reports and semi-annual Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the program.

Each FY 2026 GADC Program awardee must collect and report to DOT information on performance measures as detailed within the project agreement.

Per the Performance and Program Evaluation statement on the FHWA Website, FHWA reserves the right to request additional information, if deemed needed, to better understand the status of the project. The successful applicant will provide additional financial reporting beyond the quarterly reporting if such statements are necessary to address FHWA's Stewardship and Oversight responsibility of the awarded cooperative agreement funds. The successful applicant also agrees to allow periodic project inspections and FHWA will provide notice for such inspections.