



FMCSA High Priority Grant Funding Conference Q&A

March 12, 2024

1. What is the page limit for narrative sections, and HP application packages more generally?

- As current guidance represents a late change to FY 2024 NOFO publication, it highlights the need for every prospective applicant to thoroughly read and understand NOFOs prior to applying.
- The current guidance for FY 2024, can be found in your respective NOFO's Application and Submission Information Section.
- Application narrative packages are limited to 35 total pages. **This requirement is per application, not per project.**
- NOTE: While supplemental attachments are allowed, the application's project and budget narratives must include all required information. The narrative must indicate when a supplemental attachment needs to be referenced.

2. Would safety and fleet management products, such as monitors and HD cameras, be eligible under the Traffic Enforcement in High-Crash Areas?

Unfortunately, we cannot weigh the individual merits of any given proposal at this stage. We would encourage you to thoroughly read the NOFO under which you are applying. Unless otherwise precluded by the NOFO, or Uniform Guidance cost principles, the calculus for any given expense depends on its necessity and reasonableness in relation to project and corresponding activities proposed.

3. Does "immobilize" mean place out of service, or does it mean physically preventing it from moving?

- PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. FMCSA defines a "motor carrier with serious safety deficiencies" within the scope of PRISM, as a motor carrier that's prohibited from operating by FMCSA through the issuance of a Federal Out-of-Service (OOS) Order. The PRISM program requires motor carriers to correct their safety deficiencies to continue operating or face



progressively stringent sanctions. States that fully participate in the PRISM program compared to States that don't, have an observable reduction in crashes and fatalities.

- It's also restricted to those entities that have the ability and authority to do that.

4. Eligible Applicants:

- NOFO priorities have specific eligibility requirements. That being said, individuals and for-profit organizations are not eligible for funding.
- FMCSA encourages all prospective applicants to thoroughly review and understand all NOFO requirements, including those pertaining to eligibility, prior to applying.

5. If an organization has an active HP-CMV grant, are they eligible to apply for funding?

- Being a prior-year award recipient, in and of itself, will not preclude prospective FY 2024 HP applicants from funding consideration.
- However, negative prior performance (e.g., non-conformance, monitoring issues), will impact the prospective applicant's risk score, and therefore overall likelihood of funding.

6. Is an EIN all that's needed to create an account in SAM and Grants.gov?

- For registering with SAM.gov, you can visit <https://sam.gov/content/entity-registration>.
- A SAM.gov registration checklist can also be found by clicking [HERE](#).

7. Are drivers considered eligible to apply for HP funding?

Likely no. Individuals and for-profit organizations are not eligible to receive discretionary grant funding.

8. Would purchasing a simulator to incorporate into the CDL training program we have available at a community college be eligible for HP-ITD?

- Unfortunately, we cannot weigh the individual merits of any given proposal at this stage. We would encourage you to thoroughly read the NOFO under which you are applying. Unless otherwise precluded by the NOFO, or Uniform Guidance cost principles, the calculus for any given expense depends on its necessity and reasonableness in relation to project and corresponding activities proposed.
- As this question is CDL-related, we also invite you to explore the following additional discretionary grant programs (NOTE: please thoroughly read any NOFO of interest to eligibility, and to see if your project[s] are a good fit):
 - CMV-OST – Funding Opportunity Number: FM-DTG-24-001
 - CDLPI – Funding Opportunity Number: FM-CDL-24-002

9. If you are applying under the HP-CMV opportunity, do you have to have a PP/TLD?

No. That requirement is specific to HP-ITD deployed projects.



10. FMCSA IT Modernization Efforts- Can you please expand on examples on what types of FMCSA modernization efforts are covered.

Projects that are related to the Federal Motor Carrier Safety Administration (FMCSA) and State system interface in the context of IT modernization initiatives. These projects involve various aspects, from planning and design to development, testing, and compliance, which requires strategic phases of conceptualization, design, creation, and validation of novel interfaces between FMCSA and State systems. Within these undertakings are efforts to integrate harmonious technologies into the new application interface, facilitating the sustained State access to FMCSA's safety and credential data derived from the FMCSA data lake. These initiatives involve the enhancement of the state-FMCSA network protocol and application credentials, adaptation of CVIEW or equivalent software to ensure seamless application interaction and information integrity.

11. Are county agencies allowed to apply for CMV pickup trucks and/or SUVs in this grant cycle?

Unfortunately, we cannot weigh the individual merits of any given proposal at this stage. We would encourage you to thoroughly read the NOFO under which you are applying. Unless otherwise precluded by the NOFO, or Uniform Guidance cost principles, the calculus for any given expense depends on its necessity and reasonableness in relation to project and corresponding activities proposed.

12. What does electronic inspection entail?

- Projects that implement technologies associated with the deployment of electronic inspection capabilities of CMVs, including CMV driver authentication, and sharing that inspection data with FMCSA's SafeSpect system.
- The future Level VIII inspection. If you have technologies/innovation for electronic inspections, we'll welcome that type of application.

13. If you were previously awarded for HP-CMV in FY23 and you want to reapply, does it need to be a new project, or can you enhance and continue that same project in FY24?

- All applications must be new applications. Further, the answer to this question depends. To the extent that you can make the argument that your project fits into the four corners of the current FY NOFO, you could make a case for it.
- However, it is important to understand that just because a project type received funding in prior years, does not necessarily mean that it will receive funding this cycle. Furthermore, the converse can be true as well; just because a project type did not receive funding in prior years, does not necessarily mean that it will not receive funding this cycle.
- The reasons for this vary, but the degree to which your project aligns with NOFO priorities, whether NOFO requirements are addressed, and how competitive the cycle in question



winds up being, all factor into the likelihood of a similar project receiving subsequent funding.

14. If there's a law that traffic enforcement is struggling to enforce, would an innovation in the form of a new ADAS technology be desirable?

Unfortunately, we cannot weigh the individual merits of any given proposal at this stage. We would encourage you to thoroughly read the NOFO under which you are applying. Unless otherwise precluded by the NOFO, or Uniform Guidance cost principles, the calculus for any given expense depends on its necessity and reasonableness in relation to project and corresponding activities proposed.

15. Do you know where we can find the new IT requirements?

FMCSA is currently working on the new requirements for the FMCSA IT modernization efforts. These requirements will be made available soon. Once available, States will be notified by the FMCSA ITD Program Manager.

16. Who is eligible to apply for the Human Trafficking priority?

- The Human Trafficking sub-priority falls under the general Enforcement and Compliance with Safety Regulations Priority. These priorities are restricted to State and Local Enforcement Agencies. Please note the CMV inspection requirement.
- Although the Human Trafficking enforcement priority has restricted eligibility, please check to see if your project meets the Public Awareness and Education requirements. FMCSA will consider public awareness and education projects that focus on Human Trafficking.

17. If there's 4 projects, could that be covered by 1 problem statement or is it usually 1 problem statement for each project?

- You must have separate narrative sections for each project. There may be overlap in narrative content, to the extent necessary, but they must be included separately and consecutively for each project.
- The application package must include the following sections in consecutive order for each proposed project:
 - Introduction; Problem Statement; Performance Objective; Performance Activity Plan; Performance Measurement Plan; Monitoring and Timeline/Milestone Plan, and; Budget Narrative.
- NOTE: Application narrative packages are limited to 35 total pages. **This requirement is per application, not per project.** Please plan your narrative sections accordingly, and make use of attachments to the extent necessary, but with the understanding that attachments do not take the place of meeting narrative section requirements, and they



must be referenced in narrative section text. If attachments are not referenced in your narrative sections, they will not be considered during the review of your application.

18. On the 424A did you say to break it out by project?

Each project needs its own column in the 424A. Further, costs have to be broken-out by line item, and must be representative of costs as defined in your budget narrative(s).