TRAFFIC SAFETY PROGRAM REQUEST FOR PROPOSALS FY 2020 GENERAL GRANTS

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SECTION ONE
OVERVIEW
Texas Traffic Safety Program
FY 2020 Request for Proposals – General Grants

Purpose

In accordance with 43 TAC §25.901, et seq., the Texas Department of Transportation (TxDOT) is requesting project proposals to support the targets and strategies of its traffic safety program to reduce the number of motor vehicle related crashes, injuries, and fatalities in Texas. These targets and strategies form the basis for the Federal Fiscal Year 2020 (FY 2020) Texas Highway Safety Plan (HSP), which is submitted to the National Highway Traffic Safety Administration (NHTSA) for approval and funding. Each year, TxDOT Traffic Safety (TRF-TS) requests proposals for Texas HSP projects. The request goes out to state and local governments, educational institutions, and non-profit organizations. The FY 2020 project period is October 1, 2019 – September 30, 2020.

This RFP is neither for media vendors nor for any paid media-related projects or activities.

Effective in FY 2018, proposals for Selective Traffic Enforcement Program (STEP) grants were submitted under a separate process. Information regarding STEP proposals for FY 2020 can be found at: https://www.txdot.gov/apps/egrants/eGrantsHelp/RFP.html.

Funding

Authority and Responsibility for funding of the traffic safety grant program derives from the National Highway Safety Act of 1966 (23 USC §401, et seq.), and the Texas Traffic Safety Act of 1967 (Transportation Code, Chapter 723). TRF-TS provides oversight of statewide projects and local projects at the agency’s 25 districts. TRF-TS administers the program from its Austin headquarters in the Traffic Operations Division (TRF).

Grant Types and Eligibility

General Traffic Safety Grants
General Traffic Safety grants are non-enforcement projects which address any of the 14 highway safety program areas; reference Tables 2.1 – 2.15 in Section Two. Organizations eligible for General traffic safety grants include state and local governments, educational institutions, and non-profit organizations.

Funding Constraints

- Funds are authorized on a Federal fiscal year basis only. Awarded grants are contingent upon the availability of Federal funds.
- Proposals selected for inclusion in the HSP become cost reimbursable grant-in-aid agreements.
- Contracts with vendors for particular services will be made through the state purchasing process, not through this request for proposal process.
- Federal and state grant funds cannot be used for lobbying.
- Supplanting is prohibited. Supplanting is defined as the “Use of Federal funds to support personnel or an activity that is already supported (paid for) by local or state funds”.

Matching Funds

- All proposals must include a minimum of 20% local cost share (match).
- The amount of match provided is one of several scoring criteria items used during the proposal review and scoring process.
Internal Ethics and Compliance Required
Organizations must demonstrate compliance with Title 43 Texas Administrative Code §25.906(b) by certifying adoption of an internal ethics and compliance program that satisfies the requirements of Title 43 Texas Administrative Code §10.51 (relating to Internal Ethics and Compliance Program) prior to any grant execution.

Electronic Signature Approval Process Required
All proposers for projects in FY 2020 must be prepared to execute approved projects using the electronic signature process.

Data Universal Numbering System (DUNS)
The Data Universal Numbering System (DUNS) is a unique nine-digit number recognized as the universal standard for identifying and tracking businesses worldwide. The Federal Spending Transparency Directive and the previous Federal Funding Accountability and Transparency Act (FFATA) require that grantees and subgrantees have a DUNS number. Please check with your accounting staff to determine DUNS compliance. To obtain a DUNS number, visit the Dun & Bradstreet website at: http://fedgov.dnb.com/webform.

Pre-Award Audit
Eligible, non-governmental organizations are subject to a pre-award audit prior to any grant execution.

Grant Schedule
Agencies may only apply for a one-year grant.

<table>
<thead>
<tr>
<th>FY 2020 Grant Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grant Year Type</strong></td>
</tr>
<tr>
<td>A one-year grant extends over a single Federal fiscal year.</td>
</tr>
</tbody>
</table>
SECTION TWO
PROGRAM NEEDS
Program Areas

There are fourteen Traffic Safety program areas for potential consideration for funding. The program areas are divided into three categories: Core, Supplemental, and Support.

<table>
<thead>
<tr>
<th>Program Area</th>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcohol and other Drug Countermeasures</td>
<td>Core</td>
<td>The Core Program Areas are the priority focus of the program because they have the greatest potential to reduce the number of motor vehicle crashes, injuries, and fatalities</td>
</tr>
<tr>
<td>Motorcycle Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occupant Protection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Traffic Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed Control</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian and Bicycle Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emergency Medical Services</td>
<td>Supplemental</td>
<td>The Supplemental Program Areas provide additional opportunities to reduce the number of motor vehicle crashes, injuries, and fatalities</td>
</tr>
<tr>
<td>Railroad / Highway Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roadway Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safe Communities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>School Bus Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning and Administration</td>
<td>Support</td>
<td>The Support Program Areas provide multiplier effects by increasing the value and effect of efforts expended in both the Core and Supplemental areas</td>
</tr>
<tr>
<td>Traffic Records</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driver Education and Behavior</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Performance Measures

Proposers are encouraged to review the strategies contained in Tables 2.1 – 2.15 in this section before preparing a proposal. When developing a proposal, proposers must select at least one of the strategies and address how the strategy will be implemented. Performance measures which include a NHTSA number are the “National Traffic Safety Performance Measures for States and Federal Agencies” as defined by NHTSA. (Definition: C=Core Outcome Measure, B=Behavioral Measure, A=Activity Measure)

The following tables (Tables 2.1 – 2.15) outline the FY 2020 targets, strategies, and performance measures for each Traffic Safety program area:

### Table 2.1: Overall State Target

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
</table>
| To reduce the number of motor vehicle crashes, injuries and fatalities | 1. Mileage Death Rate [NHTSA C-3]  
2. Mileage Death Rate (FARS – Urban)  
3. Mileage Death Rate (FARS – Rural)  
4. Number of traffic fatalities (FARS) [NHTSA C-1]  
5. Number of serious injuries in traffic crashes (CRIS) [NHTSA C-2]  
6. Serious injury Rate (CRIS)  
7. Number of drivers age 20 or younger involved in fatal crashes (FARS) [NHTSA C-9] |                                                                                                                                                  |
### Table 2.2: Planning and Administration – 01 (Support)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
</table>
| To provide effective and efficient management of the Texas Traffic Safety Program | - Provide training and assistance for local and statewide traffic safety problem identification.  
- Provide procedures and training on highway safety planning and project development.  
- Ensure availability of program and project management training.  
- Review and update program procedures as needed.  
- Conduct periodic project monitoring and evaluation of traffic safety activities.  
- Perform accurate accounting and efficient reimbursement processing.  
- Maintain coordination of traffic safety efforts and provide technical assistance.  
- 9. Number of training sessions provided |
## Table 2.3: Alcohol and Other Drug Countermeasures – 02 (Core)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
</table>
| To reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities and injuries | Increase and sustain high visibility enforcement of DWI laws.  
Improve BAC testing and reporting to the State’s crash records system.  
Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.  
Increase the number of law enforcement task forces and coordinated enforcement campaigns.  
Increase training for anti-DWI advocates. Increase intervention efforts.  
Improve and increase training for law enforcement officers.  
Improve DWI processing procedures.  
Improve adjudication and processing of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and probation officers.  
Increase the use of warrants for mandatory blood draws.  
Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders. | 10. Number of DUI-related (alcohol or other drugs) KA crashes (CRIS)  
11. Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS) [NHTSA C-5]  
12. Number of impaired-driving arrests made during grant funded enforcement activities (eGrants) [NHTSA A-2] |
### Table 2.3a: Alcohol and Other Drug Countermeasures, Cont. – 02 (Core)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To reduce the number of DUI-related crashes where the driver is under age 21</td>
<td>Improve education programs on alcohol and driving for youth. Increase enforcement of driving under the influence of alcohol by minor laws. Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking.</td>
<td>13. Number of 16-20 year old DUI drivers (alcohol or other drugs) in KA crashes per 100,000 16-20 year-olds (CRIS)</td>
</tr>
</tbody>
</table>

### Table 2.4: Emergency Medical Services – 03 (Supplemental)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas</td>
<td>To increase the availability of EMS Training in rural and frontier areas. Increase EMS involvement in local community safety efforts.</td>
<td>14. Number of students trained in EMS classes</td>
</tr>
<tr>
<td>Targets</td>
<td>Strategies</td>
<td>Performance Measures</td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>To reduce the number of motorcyclist fatalities</td>
<td>Improve public information and education on motorcycle safety, including the value of wearing a helmet.</td>
<td>15. Number of motorcyclist fatalities (FARS) [NHTSA C-7]</td>
</tr>
<tr>
<td></td>
<td>Improve public information and education on the value of not operating a motorcycle while under the influence of alcohol and/or other drugs.</td>
<td>16. Number of un-helmeted motorcyclist fatalities (FARS) [NHTSA C-8]</td>
</tr>
<tr>
<td></td>
<td>Increase public information and education on motorists’ responsibility pertaining to motorcycle safety.</td>
<td>17. Number of motorcyclist fatalities involving a motorcycle operator with a BAC of .08 or above (CRIS)</td>
</tr>
<tr>
<td></td>
<td>Increase rider education and training.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improve education and awareness of motorcycle safety among law enforcement and EMS personnel, educators and State and local traffic engineers.</td>
<td></td>
</tr>
</tbody>
</table>
## Table 2.6: Occupant Protection – 05 (Core)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To increase occupant restraint use, including child safety seats, in all passenger vehicles and trucks</td>
<td>Sustain high visibility enforcement of occupant protection laws.</td>
<td>18. Number of seat belt citations issued during grant-funded enforcement activities (eGrants) [NHTSA A-1]</td>
</tr>
<tr>
<td></td>
<td>Increase public information and education campaigns.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.</td>
<td>19. Driver and outboard front seat passenger restraint use [NHTSA B-1]</td>
</tr>
<tr>
<td></td>
<td>Concentrate efforts on historically low use populations.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors.</td>
<td>20. Safety belt use rate by children age 5-16</td>
</tr>
<tr>
<td></td>
<td>Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.</td>
<td>21. Child passenger restraint use rate for children ages 0-4</td>
</tr>
<tr>
<td></td>
<td>Increase EMS/fire department involvement in CPS fitting stations.</td>
<td>22. Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) [NHTSA C-4]</td>
</tr>
<tr>
<td></td>
<td>Maintain CPS seat distribution programs for low income families.</td>
<td></td>
</tr>
</tbody>
</table>
### Texas Traffic Safety Program
**FY 2020 Request for Proposals – General Grants**

**Table 2.7: Pedestrian and Bicyclist Safety – 06 (Core)**

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
</table>
| To reduce the number of motor vehicle-related pedestrian and bicyclist fatalities and serious injuries. | Increase public information and education on motorists’ responsibilities pertaining to pedestrian and bicyclist safety.  
Increase public information and education efforts on pedestrian and bicyclist safety.  
Improve “walkability” and “bikeability” of roads and streets.  
Improve data collection on pedestrian injuries and fatalities.  
Improve identification of problem areas for pedestrians. | 23. Number of pedestrian fatalities (FARS) [NHTSA C-10]                                                                 |
|                                                                        | 24. Number of bicyclist fatalities (FARS) [NHTSA C-11]                                                                                       |
|                                                                        | 25. Number of pedestrian serious injuries (CRIS)                                                                                           |
|                                                                        | 26. Number of bicycle serious injuries (CRIS)                                                                                               |
|                                                                        | 27. Number of non-motorized fatalities and serious injuries (FARS/CRIS)                                                                  |
## Table 2.8: Police Traffic Services – 07 (Core)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To increase effective enforcement and adjudication of traffic safety-related laws to reduce crashes, injuries, and fatalities. To reduce large truck (“Semi- Trailer” or “Truck-Tractor”) crashes, injuries and fatalities.</td>
<td>Increase public education and information campaigns regarding enforcement activities. Increase and sustain enforcement of traffic safety-related laws. Provide technical and managerial support to local law enforcement agencies and highway safety professionals. Increase and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws. Increase public information and education on intersection related traffic issues. Increase and sustain high visibility enforcement of state and local ordinances on cellular and texting devices. Increase public information and education on distracted driving related traffic issues. Increase public information and education on sharing the road with large trucks. Increase enforcement of commercial motor vehicle speed limits.</td>
<td>28. Number of intersection and intersection-related KA crashes (CRIS)</td>
</tr>
</tbody>
</table>
### Table 2.9: Speed Control – 08 (Core)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To reduce the number of speed-related fatal</td>
<td>Increase and sustain high visibility enforcement of speed-related laws.</td>
<td>29. Number of speeding-related citations issued during grant-funded enforcement</td>
</tr>
<tr>
<td>and serious injuries</td>
<td>Provide community training on speed-related issues.</td>
<td>activities (eGrants) [NHTSA C-6]</td>
</tr>
<tr>
<td></td>
<td>Increase public information and education concerning speed-related issues.</td>
<td>30. Number of speeding-related fatalities (FARS) [NHTSA C-6]</td>
</tr>
</tbody>
</table>

### Table 2.10: Traffic Records – 09 (Support)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To improve the timeliness, accuracy, completeness, uniformity, integration, and/or accessibility of traffic records in Texas.</td>
<td>Develop, Implement, Maintain, and Provide one or more of the performance attributes of timeliness, accuracy, completeness, uniformity, integration, and/or accessibility as defined by the “Model Performance Measures for State Traffic Records Systems.”</td>
<td>31. Number of crash records available for reporting within 30 days of the date of crash (CRIS)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>32. Percentage of all crash reports entered into the database within 30 days after the crash (CRIS)</td>
</tr>
<tr>
<td></td>
<td>Improve the intake, tracking, analysis and reporting of crash data.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improve the integration of traffic records between state agencies and local entities.</td>
<td></td>
</tr>
</tbody>
</table>
# Texas Traffic Safety Program
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<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To increase public knowledge, perception and understanding of driver education and traffic safety for all road users</td>
<td>Develop and implement public information and education efforts on traffic safety issues.</td>
<td>33. Number of media impressions reached with traffic safety messages</td>
</tr>
<tr>
<td></td>
<td>Provide assistance to update the drivers' education curriculum and administrative standards.</td>
<td>34. Number of distracted driving related KA Crashes (CRIS)</td>
</tr>
<tr>
<td></td>
<td>Conduct and assist local, state and national traffic safety campaigns.</td>
<td>35. Number of drivers involved in fatal crashes under 21 (C-9) (FARS)</td>
</tr>
<tr>
<td></td>
<td>Implement and evaluate countermeasures to reduce the incidence of distracted driving.</td>
<td>36. Number of fatal crashes with a driver age 15-20 (CRIS)</td>
</tr>
<tr>
<td></td>
<td>Conduct public information and education campaigns related to distracted driving.</td>
<td>37. Number of Urban Fatalities (FARS)</td>
</tr>
<tr>
<td></td>
<td>Improve the recording of distracted driving as a contributing factor on crash reports.</td>
<td>38. Number of Rural Fatalities (FARS)</td>
</tr>
</tbody>
</table>
### Table 2.12: Railroad / Highway Crossing – 11 (Supplemental)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To reduce KAB crashes at railroad/highway crossings</td>
<td>Increase education of law enforcement concerning laws governing railroad/highway crossings.</td>
<td>39. Number of KA crashes at railroad or highway crossings (CRIS)</td>
</tr>
<tr>
<td></td>
<td>Increase public education and information on railroad/highway crossing safety.</td>
<td></td>
</tr>
</tbody>
</table>

### Table 2.13: Roadway Safety – 12 (Supplemental)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>To reduce the number of traffic crashes, injuries, and fatalities in work zones</td>
<td>Increase public education and information on roadway safety.</td>
<td>40. Number of serious injuries in work zones (CRIS)</td>
</tr>
<tr>
<td>To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level</td>
<td>Provide traffic safety problem identification to local jurisdictions.</td>
<td>41. Number of fatalities in work zones (CRIS)</td>
</tr>
<tr>
<td>To reduce large truck (&quot;Semi-Trailer&quot; or &quot;Truck-Tractor&quot;) crashes, injuries and fatalities.</td>
<td>Improve highway design and engineering through training.</td>
<td>42. Number of persons trained in roadway safety classes</td>
</tr>
<tr>
<td></td>
<td>Provide training on roadway safety issues.</td>
<td>43. Number of fatalities involving at least one large truck (CRIS)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>44. Number of fatal crashes involving at least one large truck (CRIS)</td>
</tr>
</tbody>
</table>
Table 2.14: Safe Communities -13 (Supplemental)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>To establish integrated community traffic safety programs to prevent</td>
<td>Support the establishment and growth of Safe Communities Coalitions.</td>
<td>45. Number of Safe Communities Coalitions</td>
</tr>
<tr>
<td>traffic-related fatalities and injuries</td>
<td>Support Texas Safe Community efforts statewide by providing education, training, and coordination on how to initiate and conduct community based traffic safety programs and how communities can become designated as a Texas Safe Community Coalition.</td>
<td></td>
</tr>
</tbody>
</table>

Table 2.15: School Bus – 14 (Supplemental)

<table>
<thead>
<tr>
<th>Targets</th>
<th>Strategies</th>
<th>Performance Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>To reduce School bus-related crashes, injuries and fatalities</td>
<td>Provide safe school bus operation training for school bus drivers.</td>
<td>46. Number of school bus passenger fatalities per year on a five year average (FARS)</td>
</tr>
<tr>
<td></td>
<td>Provide public information and education campaigns to promote safe motor vehicle operations around school buses.</td>
<td></td>
</tr>
</tbody>
</table>
## Federal Funding
The amount of Federal funds to be awarded during this RFP is estimated and therefore is subject to change. The following table outlines the program area, estimated funding levels, and Federal fund source:

<table>
<thead>
<tr>
<th>Program Area</th>
<th>Total Federal Funding</th>
<th>Section 402</th>
<th>Section 405b Occupant Protection</th>
<th>Section 405c Traffic Records</th>
<th>Section 405d Impaired Driving</th>
<th>Section 405f Motorcycle Safety</th>
<th>Section 405h Pedestrian and Bicyclist</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 – Planning &amp; Administration (PA)</td>
<td>$603,192</td>
<td>$603,192</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>02 – Alcohol &amp; Other Drug Countermeasures (AL)</td>
<td>$15,077,483</td>
<td>$3,512,283</td>
<td></td>
<td>$11,565,200</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>03 – Emergency Medical Services (EM)</td>
<td>$445,475</td>
<td>$445,475</td>
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<td></td>
</tr>
<tr>
<td>04 – Motorcycle Safety (MC)</td>
<td>$923,207</td>
<td>$427,331</td>
<td>$495,875</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05 – Occupant Protection (OP)</td>
<td>$5,462,244</td>
<td>$3,200,186</td>
<td>$2,262,058</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>06 – Pedestrian &amp; Bicyclist Safety (PS)</td>
<td>$2,642,196</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,642,196</td>
</tr>
<tr>
<td>07 – Police Traffic Services (PT)</td>
<td>$12,178,555</td>
<td>$12,178,555</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>08 – Speed Control (SC)</td>
<td>$146,966</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>09 – Traffic Records (TR)</td>
<td>$6,352,250</td>
<td></td>
<td>$6,352,250</td>
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</tr>
<tr>
<td>10 – Driver Education &amp; Behavior (DE)</td>
<td>$4,285,832</td>
<td></td>
<td></td>
<td>$4,285,832</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>11 – Railroad / Highway Crossing (RH)</td>
<td>$75,548</td>
<td></td>
<td></td>
<td>$75,548</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>12 – Roadway Safety (RS)</td>
<td>$465,621</td>
<td></td>
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<td>$465,621</td>
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<tr>
<td>13 – Safe Communities (SA)</td>
<td>$172,145</td>
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<tr>
<td>14 – School Bus (SB)</td>
<td>$107,775</td>
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<td>$107,775</td>
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<td></td>
</tr>
</tbody>
</table>

### Federal Fund Sources
- Section 402 – State and Community Highway Safety Programs
  - Click [here](#) for the NHTSA Resources Guide Webpage
- Section 405 – Section 405 National Priority Safety Program
  - Click [here](#) for the NHTSA Resources Guide Webpage
Texas Traffic Safety Program  
FY 2020 Request for Proposals – General Grants

High Priority Needs

Proposals are being accepted that address the strategies in Tables 2.1 – 2.15, as well as proposals that address specific program needs stated below. The amounts quoted in this section are estimated potential Federal awards, which are contingent upon the availability of funds.

Alcohol and Other Drug Countermeasures

1) Proposals are being accepted that address the problems of Driving While Intoxicated (DWI) and Driving under the Influence (DUI) of Alcohol by Minor. An estimated $15 million in Federal funds are being dedicated to reduce the number of alcohol and other drug-related traffic fatalities.

Special consideration will be given to programs that reduce the number of alcohol-related crashes and fatalities occurring in Texas cities and counties with the highest number of alcohol-related fatalities and serious injuries, based on a 3-year average.

Counties (not to include incorporated areas within each county):

<table>
<thead>
<tr>
<th>Bastrop</th>
<th>Bexar</th>
<th>Bowie</th>
<th>Brazoria</th>
<th>Burnet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cameron</td>
<td>Chambers</td>
<td>Ector</td>
<td>Ellis</td>
<td>Fort Bend</td>
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<td>Grayson</td>
<td>Guadalupe</td>
<td>Harris</td>
<td>Harrison</td>
<td>Hays</td>
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<tr>
<td>Henderson</td>
<td>Hidalgo</td>
<td>Hunt</td>
<td>Johnson</td>
<td>Kaufman</td>
</tr>
<tr>
<td>Lubbock</td>
<td>McLennan</td>
<td>Midland</td>
<td>Montgomery</td>
<td>San Jacinto</td>
</tr>
<tr>
<td>Smith</td>
<td>Travis</td>
<td>Van Zandt</td>
<td>Williamson</td>
<td></td>
</tr>
</tbody>
</table>

Cities:

<table>
<thead>
<tr>
<th>Amarillo</th>
<th>Arlington</th>
<th>Austin</th>
<th>Beaumont</th>
<th>Brownsville</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bryan</td>
<td>Conroe</td>
<td>Corpus Christi</td>
<td>Dallas</td>
<td>Denton</td>
</tr>
<tr>
<td>El Paso</td>
<td>Fort Worth</td>
<td>Garland</td>
<td>Grand Prairie</td>
<td>Houston</td>
</tr>
<tr>
<td>Irving</td>
<td>Killeen</td>
<td>Laredo</td>
<td>Lewisville</td>
<td>Longview</td>
</tr>
<tr>
<td>Lubbock</td>
<td>Mesquite</td>
<td>Midland</td>
<td>Odessa</td>
<td>Pasadena</td>
</tr>
<tr>
<td>Plano</td>
<td>San Antonio</td>
<td>Waco</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2) Proposals are being accepted to conduct Standardized Field Sobriety Testing (SFST) Basic or initial training courses for Texas Peace Officers statewide. The maximum potential Federal award for this project is $150,000.00.

One (1) statewide project will be funded.

a) Only TCOLE-certified contract providers that meet the General Traffic Safety Grant Eligibility requirements can apply to conduct SFST courses.

b) Proposals for the basic/initial SFST course and the SFST refresher courses listed under #3 below may be combined into one proposal not to exceed $650,000.00.
Texas Traffic Safety Program
FY 2020 Request for Proposals – General Grants

3) Proposals are being accepted to conduct Standardized Field Sobriety Testing (SFST) Refresher Training courses for Texas Peace Officers. The maximum potential Federal award for this project is $500,000.00.
   a) Only TCOLE-certified contract providers that meet the General Traffic Safety Grant Eligibility requirements can apply to conduct SFST Refresher courses.
   b) Proposals for the basic/initial SFST course and the SFST refresher courses listed under #2 above may be combined into one proposal not to exceed $650,000.00.

4) Proposals are being accepted for a project that will ultimately develop, create, operate, and maintain a driving under the influence/driving while intoxicated (DUI/DWI) tracking system database. This system should follow the Model Impaired Driving Records Information Systems (MIDRIS) framework, and link Texas’ criminal justice agencies databases to create a network containing, at a minimum, the following items:
   a) Offender arrest data
   b) Offender criminal history
   c) Offender driving history
   d) Current offender warrants and arrests
   e) Offender identifiers including identification data, photographs, and fingerprint records
   f) Court adjudication information including initial and final charge

5) Proposals are being accepted to conduct one (1) Impaired Driving Program Area Assessment to examine our State’s overall program and present recommendations to improve or enhance it as detailed in NHTSA’s Impaired-Driving Program Assessments Technical Report.
   https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809815

Distracted Driving

Proposals are being accepted for raising the awareness of the dangers of distracted driving. The effort must be performed using non-paid-media methods for the delivery of the messages.

Motorcyclist Safety

Proposals are being accepted for raising the awareness of rider education, rider awareness, and motorist awareness. The effort must be performed using non-paid-media methods for the delivery of the messages.

Occupant Protection

1) Proposals are being accepted for the execution of one (1) statewide conference (1-2 days in length) for child passenger safety technicians and instructors to raise awareness of CPS issues and conduct a minimum 6-hour CEU training for CPS techs and instructors. This project will not provide funding for hotel rooms and registration fees for attendees. Those wanting to attend the conference need to budget travel costs and registration fees in their own proposal.

2) Proposals are being accepted to purchase and distribute child safety seats to low income families through distribution programs and seat check-up events.
Texas Traffic Safety Program
FY 2020 Request for Proposals – General Grants

3) Proposals are being accepted to conduct Child Passenger Safety Certification Trainings throughout the state.

Special consideration will be given to programs that conduct certification trainings in areas where there are currently the least amount of certified technicians.

Counties (not to include incorporated areas within each county):

<table>
<thead>
<tr>
<th>Andrews</th>
<th>Armstrong</th>
<th>Camp</th>
<th>Collingsworth</th>
<th>Cottle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crosby</td>
<td>Dawson</td>
<td>Dickens</td>
<td>Donley</td>
<td>Edwards</td>
</tr>
<tr>
<td>Floyd</td>
<td>Foard</td>
<td>Gaines</td>
<td>Garza</td>
<td>Hall</td>
</tr>
<tr>
<td>Hardeman</td>
<td>Hartley</td>
<td>Houston</td>
<td>Irion</td>
<td>Jeff Davis</td>
</tr>
<tr>
<td>Jim Hogg</td>
<td>King</td>
<td>Lampasas</td>
<td>Loving</td>
<td>Lynn</td>
</tr>
<tr>
<td>Mason</td>
<td>Menard</td>
<td>Mills</td>
<td>Moore</td>
<td>Motley</td>
</tr>
<tr>
<td>Pecos</td>
<td>Rains</td>
<td>Reagan</td>
<td>Reeves</td>
<td>San Saba</td>
</tr>
<tr>
<td>Schleicher</td>
<td>Sherman</td>
<td>Sutton</td>
<td>Terry</td>
<td>Trinity</td>
</tr>
<tr>
<td>Upshur</td>
<td>Wilbarger</td>
<td>Winkler</td>
<td>Wood</td>
<td>Yoakum</td>
</tr>
</tbody>
</table>

Pedestrian/Bicycle Safety

1) Proposals are being accepted for training law enforcement on state laws applicable to pedestrian and bicycle safety.

2) Proposals are being accepted for enforcement mobilizations and campaigns designed to enforce state laws applicable to pedestrian and bicycle safety.

3) Proposals are being accepted for public education and awareness programs designed to inform motorists, pedestrians and bicyclists of state laws applicable to pedestrian and bicycle safety.

Driver Education and Behavior

Proposals are being accepted to conduct one (1) Driver Education Program Assessment as detailed in “Novice Teen Driver Education and Training Administrative Standards”, http://www.nhtsa.gov/staticfiles/nti/pdf/TeenDriverETAS-1.pdf. Proposal(s) should not exceed a federal portion of $45,000.00.

Traffic Safety Conference

Proposals are being accepted for the execution of one (1) statewide conference to raise awareness of traffic safety issues and programs. This project will not provide funding for hotel rooms and registration fees for attendees. Those wanting to attend the conference need to budget travel costs and registration fees in their own proposal. The conference will last 1 ½ days. Most attendees will need to budget for two nights of lodging.
Surveys, Studies or Analysis

1) Proposals are being accepted for conducting a group of four (4) surveys to assess statewide occupant restraint use to estimate statewide belt use in 22 counties, front seat occupant restraint use in 18 cities, child occupant restraint use (0-4 years) in 14 cities, and school-aged (5-16 years) in 18 cities.

2) Proposals are being accepted for conducting one (1) survey in 18 cities to assess front seat driver and passenger occupant restraint use during the night.

3) Proposals are being accepted for conducting one (1) survey to assess statewide mobile communication use.

4) Proposals are being accepted for conducting one (1) survey to assess statewide driver attitude and awareness of traffic safety programs.

5) Proposals are being accepted for conducting one (1) survey to assess safety belt use in ten cities during the Click It or Ticket (CIOT) campaign; pre, mid, post campaign.
SECTION THREE
PROPOSAL SUBMISSION
Schedule
The proposal process schedule includes major milestones and target due dates culminating in an executed grant agreement. The proposal submission due date is set; all others are subject to change. Any updates will be posted at: https://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html.

The following table outlines the proposal schedule:

<table>
<thead>
<tr>
<th>Activity / Milestone</th>
<th>Target Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Submission</strong></td>
<td></td>
</tr>
<tr>
<td>Request for Proposals (RFP) Posted</td>
<td>11/09/2018</td>
</tr>
<tr>
<td>Proposal Submission Training for General Grants</td>
<td>11/15/2018</td>
</tr>
<tr>
<td>Deadline for Proposal Questions</td>
<td>11/30/2018</td>
</tr>
<tr>
<td>Proposal Q&amp;A Posted</td>
<td>12/07/2018</td>
</tr>
<tr>
<td>Deadline for Proposal Submission</td>
<td>01/10/2019</td>
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<tr>
<td><strong>Scoring and Negotiations</strong></td>
<td></td>
</tr>
<tr>
<td>Proposals Scored</td>
<td>02/21/2019</td>
</tr>
<tr>
<td>Proposal Negotiations Completed</td>
<td>04/12/2019</td>
</tr>
<tr>
<td><strong>Funding Approval</strong></td>
<td></td>
</tr>
<tr>
<td>Funding List and Minute Order Developed</td>
<td>05/01/2019</td>
</tr>
<tr>
<td>Funding Approved By Transportation Commission</td>
<td>05/30/2019</td>
</tr>
<tr>
<td><strong>HSP Development</strong></td>
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</tr>
<tr>
<td>HSP Drafted and Reviewed</td>
<td>06/03/2019</td>
</tr>
<tr>
<td>HSP Submitted to NHTSA</td>
<td>07/01/2019</td>
</tr>
<tr>
<td>HSP Approved and Published</td>
<td>08/15/2019</td>
</tr>
<tr>
<td><strong>Award Grants</strong></td>
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</tr>
<tr>
<td>Grants Awarded, Executed and Activated in eGrants</td>
<td>10/01/2019</td>
</tr>
</tbody>
</table>

Development
Program Area Targets
Proposals must comply with the Targets and strategies outlined in Tables 2.1 – 2.15 in Section Two: Program Needs.

Texas Traffic Safety Program
FY 2020 Request for Proposals – General Grants

eGrants
• All proposals must be completed in eGrants at: https://www.txdot.gov/apps/egrants.
• To set up an eGrants account, select the “New User” link on the eGrants Login page.
• For help and resources, select the eGrants Help link on the eGrants Login page.

Training
• Training will be provided via webinar. Login and call-in information are located at:

• There will be one (1) training sessions for General Grants. Proposers are encouraged to attend
  the webinar training:
  ➢ Thursday, November 15, 2018 – General Traffic Safety Grants, 9 a.m. – 12 p.m. CST.

Questions
• All proposal-related questions must be submitted via email to TRF_RFP@txdot.gov by 5 p.m.
  (CST) on Friday, November 30, 2018. Email subject lines must begin “RFP Question:” followed by a
  specific topic.
• A question-and-answer document will be posted by Friday, December 7, 2018, at:
• Telephone inquiries regarding the development of proposals are not accepted.

Submission
• Proposals must be submitted via eGrants by changing the status in eGrants to “Proposal
  Submitted.” This status must be changed no later than 5:00 p.m. (CST) Thursday, January 10,
  2019. Proposals will not be accepted after 5:00 p.m. (CST) Thursday, January 10, 2019.
  Submitted proposals cannot be returned to the proposer for modifications or changes.
• Proposers must ensure they are using and submitting the correct forms in eGrants specific to the
  grant type.
• Proposals must be submitted by the responsible entity or have the written support from an
  authorized representative of that agency.
• Separate documents with information pertaining to the proposer qualifications, commitment,
  availability of external resources, task force associations, or previous traffic safety or related
  experience may also be included with the proposal as attachments. These additional attachments
  will not be scored. Please do not mail hard copies to TxDOT. Any hard copies received will be
  discarded.
• Proposals for potential statewide projects in public schools must include a detailed description
  explaining the public schools’ inclusion in the planning process and the school’s participation in
  the proposal. The description needs to be submitted as an attachment to the proposal.
• Failure to follow the above requirements will disqualify your proposal from the scoring process.
SECTION FOUR
GENERAL GRANTS
Eligibility
Organizations eligible for General Traffic Safety grants include state and local governments, educational institutions, and non-profit organizations.

Funding
Public Schools
Proposals for potential statewide projects in public schools must include their plan for securing permission from Superintendents to conduct the project in their schools.

Child Passenger Safety Seats
The process for acquiring child safety seats is as follows:

- Proposers requiring safety seats must include them in their proposals as a budgeted item, including quantity and budget amount to support the purchase (estimate seats at $65 each).
- Proposals are strongly encouraged to include climate-controlled storage.
- Proposals must include shipping and distribution method(s).

Problem Identification
Problem identification includes the problem statement and documentation of data.

- Additional or continuation narration uploaded as an attachment in eGrants will not be reviewed or scored by the proposal review teams.
- Charts, graphs, or tables uploaded in eGrants will be reviewed and/or scored by the proposal review teams.

Problem Statement
The problem identification description is one of the most important parts of a proposal. It must be as follows:

- Clear, concise, and accurate description of the problem that the project aims to address

- Supported by relevant traffic safety data
  - Causes of fatalities, injuries, crashes and property damage, site location (city, county, roadway section, statewide), and target population data.
  - The traffic safety data is current and specific to Texas/local communities.
  - Other pertinent data, such as safety belt use, may be included or substituted for crash data. Supporting data must include 2017 data or newer. Data that is older than 2017 can be included for trends.
  - Data must be sourced correctly for traffic safety purposes. Data must show an over-representation, or data represented in excessive or disproportionately large numbers. State projects should compare with national data and local projects compare to state data.

- Specific to the problem(s)
  A strong problem identification description accurately defines the nature and magnitude of the specific problem(s) to be addressed by the proposed project.
Documentation
Some examples of verifiable, current, and applicable data sources include:

- Local law enforcement agencies
- Hospital and emergency room reports
- Texas Department of Public Safety (TxDPS)
- State or local surveys or assessments; e.g., Texas A&M Transportation Institute Statewide Survey of Seat Belt Use

Project Plan
The Project Plan consists of the problem solution, objective, performance measures, and performance targets.

Problem Solution
The proposed problem solution must briefly and clearly describe the scope of work and activities that will be performed to address the stated traffic safety problem(s). The solution must include methods, countermeasures, and strategies that could potentially minimize or eliminate the stated problem or increase traffic law compliance. The proposed solution must also detail the “who-what-when-where-how” in order to aid in the grant evaluation.

Problem Solution Relevance
The problem solution is relevant to the traffic safety problem identified. The solution proposes a comprehensive approach to address the problem and is properly scoped. The solution must include relevant strategies, tasks, and specific activities.

Evaluation
The proposal must clearly indicate how the project will demonstrate methods for measuring and evaluating project success. The proposal must have a definitive means of communicating objective(s) and expected outcome(s) in evaluating success. Proposers need to indicate in detail how their organization will evaluate the proposed projects to prove success.

Objectives and Performance Measures

Objectives, Action Plans and Activities
Objectives indicate the specific purpose of the project. Every Action Plan must contain high-level activities, with a maximum of ten (10) activities per objective. It is strongly encouraged to have a maximum of ten (10) objectives per project. Objectives must meet the following criteria:

- Consistent with traffic safety problem solution (project purpose).
- Objective statements must form coherent, clearly stated sentences.
- Only one action plan page shall be completed per objective
- Do not submit administrative objectives that cover activities such as hiring staff, submitting, or completing performance reports or requests for reimbursements.
TRF-TS uses a guideline called the S.M.A.R.T. principle to assess performance Targets and performance measures. Objectives must use the S.M.A.R.T. criteria. Therefore, all objectives must be:

- **Specific**
- **Measurable**
- **Action-oriented**
- **Realistic**
- **Time-framed**

**Performance Measures**
All objective target numbers must be realistic and properly time-framed in order to measure project progress, including the following:

- Completion dates
- Tangible quantities
- Number of tasks
- Number of deliverables

**Activities**
Activities must meet the following criteria:

- Clearly provide sufficient explanation to support each project objective.
- Realistic, properly time-framed and sequenced.
- Support the overall scope of the proposed project.
- Begin with an active verb and provide sufficient explanation to support all objectives.
SECTION FIVE
GENERAL GRANT BUDGETS
Texas Traffic Safety Program
FY 2020 Request for Proposals – General Grants

Budgets
A proposal budget must support the project plan (problem solution, objectives and related activities). The proposed budget must be reasonable, necessary, and must include only cost-eligible line items.

Modifications
Once a proposal is submitted, the requested Federal award cannot be increased. A budgetary adjustment may be necessary if the budget is inaccurate, unreasonable, or unallowable. Minor modifications may be made during the grant negotiations process.

Support Documentation
Support documentation with specific details must be included with the proposal. Examples include:
- Travel plans
- Equipment type
- Large dollar items
- Fringe benefits
- Contractual services intended to be funded with grant monies
- Indirect cost; must provide a current final indirect cost rate approved by a cognizant agency or TxDOT. Provisional Indirect Cost Rates must include current grant year and a final rate must be submitted for approval within the provisional period.

Rules for the use of Federal highway safety grant funds are located at:
https://one.nhtsa.gov/About-NHTSA/Highway-Safety-Grant-Programs/HSGrantFunding_Guidance

Indirect Costs
TxDOT will not disperse Federal funds to pay an indirect cost rate to a proposing agency without an unexpired, negotiated rate recognized by the cognizant agency, nor allow an expired rate to be used as part of the agency’s match amount. Claiming reimbursement or using indirect costs as match is not a mandatory component of a proposal. Proposing agencies have the option to not include indirect costs as part of their proposal.

A proposing agency that has never negotiated indirect cost rates with a cognizant agency or TxDOT and receives less than $35 million in direct Federal funding per year may use the 10% De Minimis indirect cost rate. The documentation of this decision must be kept on file. The proposing agency may include an indirect cost rate of up to ten percent (10%) of the total amount of Federal funds awarded for all direct salaries and wages, applicable fringe benefits, materials and supplies, services, travel, and sub awards and subcontracts up to the first $25,000 of each sub award or subcontract. The link to the entire OMB FAQ follows: https://cfo.gov/wp-content/uploads/2017/08/July2017-UniformGuidanceFrequentlyAskedQuestions.pdf

Federal, State, and local Government agencies that receive more than $35 million in federal funds may not use this 10% De Minimis rate. These agencies must use an unexpired, negotiated indirect cost rate by a cognizant agency. Agencies that are under the $35 million threshold can upload an indirect cost rate plan in accordance with 2 CFR 200 Appendix VII located at http://www.ecfr.gov/cgi-bin/text-idx?SID=d68bddd51d23aceb6a56a353aae7d7d10&mc=true&node=ap2.1.200_1521.vii&rgn=div9
Unallowable Costs
In addition to the unallowable costs outlined in the applicable OMB cost principles, there are some costs that must be authorized in advance or are prohibited under federal, state or local laws or regulations.

These costs include, but are not limited to:

- **Advertising** - Only for very special circumstances can federal funds be used to purchase television and radio time for highway safety public service messages. Such expenditures must be approved in advance. *Projects to purchase television and radio time (or any other media) are not being accepted through this RFP.*

- **Supplanting** - Federal funds cannot supplant (replace) funds from any other sources. Definition: The use of Federal funds to support personnel or an activity already supported by local or state funds. *Supplanting is prohibited.*

- **Program Income** - Program-generated income must be used as project match; provided that prior written approval is received from TRF-TS.

- **Office Furnishing** - Grant funds cannot be used to purchase office furnishings.

- **Out-of-State Travel** - Out-of-state travel requires prior written approval from TRF-TS.

- **Contractual Services:**
  - A subcontract in excess of $25,000 may not be executed by the subgrantee without prior written concurrence by TxDOT.
  - Subcontracts in excess of $25,000 shall contain all required provisions of the Grant Agreement Terms and Conditions.

- **Equipment over $5,000** - Equipment with a unit acquisition cost of $5,000 or greater is prohibited without prior written approval from TxDOT and NHTSA.

- **Gratuities** - Tips and/or gratuities are unallowable.

- **Lobbying** - Federal and state grant funds cannot be used for lobbying activities.

- **Promotional Items** - T-shirts, uniforms, polo shirts, caps, etc. cannot be purchased as per the Use of NHTSA Funds to Purchase Items for Distribution Memo found at the following link: [https://www.txdot.gov/apps/eGrants/eGrantsHelp/Reports/NHTSAMemoforPurchaseItemsDistribution.pdf](https://www.txdot.gov/apps/eGrants/eGrantsHelp/Reports/NHTSAMemoforPurchaseItemsDistribution.pdf)

- **Alcoholic Beverages** - Funds cannot be used to purchase alcoholic beverages. *The only exception to purchasing alcohol is when performing underage drinking sting operations and with prior written approval from TRF-TS.*

Reimbursement
Payment or reimbursement before costs have been incurred is prohibited. Reimbursement are only made for costs incurred during the grant or contract period. All TRF-TS administered contracts and grant agreements include a maximum amount eligible for reimbursement. Fund advances are not allowed.
Attachments
Support documentation is any additional information the proposer wishes to include as a supplement to the proposal. Examples include but are not limited to:

- Statement of qualifications
- Training
- Experience of proposing entity
- Subcontractor
- Agency commitment
- Letters of support

Support documentation is optional and will not be scored during the proposal review and scoring process. However, if used it must be uploaded as an attachment via eGrants. Do not mail support documentation to TRF-TS separately, it will not be accepted, and will be discarded.
SECTION SIX
SELECTION PROCESS
Texas Traffic Safety Program
FY 2020 Request for Proposals – General Grants

Proposal Scoring

Proposal scoring is based on the problem identification and solution. TRF-TS scoring teams review and evaluate each proposal for relevancy to a state or local problem. The basis for scoring consists of, but is not limited to, the following:

- Strength of problem identification supported with verifiable, current, relevant, and appropriate documentation.
- Quality of the proposed solution plan
- Realistic objectives and activities
- Cost eligibility
- Percent of matching funding proposed
- Reasonable and necessary budget

Proposal Selection

- Proposal selection is based on, but not limited to, the following criteria:
  - Program needs in order to maintain a balanced, comprehensive program
  - Availability of dedicated Federal funding such as alcohol, occupant protection, motorcycle, etc.
  - Proposals that duplicate the efforts of existing projects will not be considered
  - Crash data – needs are based on properly-sourced crash data
  - Project grading – based on prior performance

- Selected proposals will be recommended to the TxDOT Commission for inclusion in the HSP.

Highway Safety Plan

The HSP is developed by TRF-TS based on the proposals recommended for funding. Funding is approved by the Texas Transportation Commission. Upon Commission approval, the HSP is submitted to NHTSA for review, comment, and final approval. The HSP is implemented on October 1 of every year, if Federal appropriations allow. Proposals approved for funding will become grant agreements in eGrants.
SECTION SEVEN
TERMS AND CONDITIONS
Purpose - The main purpose of this RFP is to ensure uniform information in the solicitation of proposals and procurement of services. This RFP is not construed as a purchase agreement or contract or as a commitment of any kind, nor does it commit TxDOT to pay for costs incurred prior to the execution of a formal contract or grant unless such costs are specifically authorized in writing by TxDOT.

Rights - TxDOT reserves the right to accept or reject any or all proposals received, to cancel or reissue this RFP in part or its entirety or to decline to issue a contract or grant based on this RFP.

Corrections - TxDOT reserves the right to correct any errors and/or make changes to this solicitation as it deems necessary. Corrections and/or changes are posted at: http://www.txdot.gov/apps/egrants/eGrantsHelp/rfp.html.

Terms - TxDOT reserves the right to negotiate the final terms of any and all contracts or grant agreements with proposers selected and any such terms negotiated as a result of this RFP may be renegotiated and/or amended in order to successfully meet the needs of TxDOT.

Withdraw or Reduce - TxDOT reserves the right to withdraw or reduce the amount of an award or to cancel any contract or grant agreement resulting from this procurement if adequate funding is not received from NHTSA or other funding sources, or due to legislative changes.

Influence - Proposers shall not offer or provide any gratuities, favors, or anything of monetary value to any officer, member, employee, or agent of TxDOT, for the purpose of having an influencing effect toward their own proposal or any other proposal submitted hereunder.

Conflict of Interest - No employee, officer, or agent of TxDOT shall participate in the selection, award or administration of a contract or grant agreement supported by Federal and/or state funds if a conflict of interest or potential conflict would be involved.

Contractual Obligation - The contents of a successful proposal may become a contractual obligation if selected for an award of a contract or grant agreement.

Right to Request - TxDOT reserves the right to clarify, explain or verify any aspect of a response to the RFP and to require the submission of any price, technical or other revision to the proposal that results from negotiations conducted.

Right to Disqualify - TxDOT reserves the right to deem non-responsive or disqualify any proposal that in TxDOT’s sole determination does not comply with or conform to term conditions and requirements contained in this RFP.

Adherence - All contracts or grant agreements awarded under this RFP must adhere to the Texas Traffic Safety Program Grant Agreement General Terms and Conditions for all Traffic Safety grant agreements. These terms and conditions are included as part of the proposal.