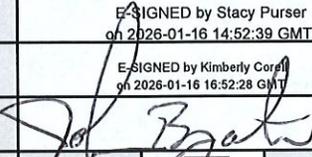


**CITY OF LEAGUE CITY
GRANT APPLICATION PRE-APPROVAL FORM**

Grant Name		TxDot - Preventing Roadside Deaths					
Directorate/Department Applying for Grant				Proposed Grant Manager			
Fire/Traffic Department/IT/PD				Curtis Johnson			
Awarding Grant Agency Name				Total Project Amount			
League City Fire Department				\$1,959,020			
General Purpose of the Grant							
To upgrade and add the opticom system to all ^{marked} emergency vehicles and traffic lights within the City. This upgrade would allow for emergency vehicle to citizen vehicle notificaitons along with real time preemption monitoring and trouble shooting.							
Items the Grant Will Pay For							
This grant will pay for the purchase and installation of replacement and upgraded opticom equipment in 133 Police/Fire/EMS vehicles and to upgrade the opticom system for all traffic lights within the City of League City.							
Requires Council Approval?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If yes, Proposed Agenda date?				
Amount or % Covered by Grant	80%		Amount or % Matched by City			20%	
Grant Time/Performance Period	12 months		Application Deadline			01/16/2026	
Estimated Annual Fiscal Impact:		Year One		Year Two		Year Three	
Revenue Generated							
Grant Funds to be Received		\$1,567,216					
City Match		\$391,804					
Net Fiscal Impact		\$1,959,020					
In future CIP?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, what year?				
Year One Currently Budgeted?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	(Choose Yes or No)				
If no, how do you intend to fund City's match?							
Request for City's match funds will be included in FY27 budget requests.							
Attach Supporting Grant Documentation for Approval							
Approval Order	Signature					Date	
Grant Manager	E-SIGNED by Curtis Johnson on 2026-01-13 15:01:11 GMT					January 13, 2026	
Department Head	E-SIGNED by Jeff Allen on 2026-01-13 15:11:19 GMT		E-SIGNED by David Tickell on 2026-01-16 10:52:52 GMT			January 13, 2026 January 16, 2026	
Director	E-SIGNED by Jeff Allen on 2026-01-13 15:11:20 GMT	E-SIGNED by Ryan Smith on 2026-01-16 14:28:09 GMT	E-SIGNED by Cliff Wolena on 2026-01-16 14:43:33 GMT	January 13, 2026 January 16, 2026 January 16, 2026			
Grant Administrator	E-SIGNED by Kayla Davis on 2026-01-16 14:55:52 GMT					January 16, 2026	
Assistant City Mgr.							
Budget Manager	E-SIGNED by Stacy Purser on 2026-01-16 14:52:39 GMT					January 16, 2026	
Finance	E-SIGNED by Kimberly Corp on 2026-01-16 16:52:28 GMT					January 16, 2026	
City Manager						1-22-26	
City Manager	Approved <input checked="" type="checkbox"/>	Denied <input type="checkbox"/>	Please Check One				
Explanation or comments related to City Manager's decision.							

Texas Traffic Safety Program

FY 2027 Request for Proposals

General Grants

Prepared and Developed by:
The Staff of the Behavioral Traffic Safety Section
(TRF-BTS)

Traffic Safety Division
125 E. 11th Street
Austin, Texas 78701-2483
(512) 416-3200

<http://www.txdot.gov/inside-txdot/division/traffic.html>

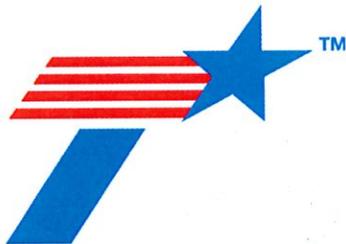


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Summary

In accordance with 43 TAC §25.901, et seq., the Texas Department of Transportation (TxDOT) is requesting project proposals to support the goals and strategies of its Traffic Safety Program to reduce the number of motor vehicle related crashes, fatalities, and serious injuries in Texas.

The Texas Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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

Proposals for Selective Traffic Enforcement Program (STEP) grants are submitted under a separate process. More information can be found at: <https://egrants.bts.txdot.gov/eGrantsHelp/rfp.html>

Funding

Authority and Responsibility for funding of the traffic safety grant program derives from the National Highway Safety Act (23 USC §401, et seq.), and the Texas Traffic Safety Act (Transportation Code, Chapter 723). The Behavioral Traffic Safety Section (TRF-BTS) provides oversight of statewide projects and local projects at the agency's 25 districts. TRF-BTS administers the program within the Traffic Safety Division (TRF) of TxDOT.

The Texas Traffic Safety Program is funded with federal funds allocated from the Infrastructure Investment and Jobs Act (IIJA) with Section 402 - State and

Community Highway Safety Programs and Section 405 - National Priority Safety Programs.

Proposals submitted through this RFP will be reviewed for inclusion in the FY 2027 Annual Grant Application (AGA), which will be submitted to both the Texas Transportation Commission and the National Highway Traffic Safety Administration (NHTSA) for approval of funding.

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 AGA become cost reimbursable grant in-aid agreements.
- Contracts with vendors for specified 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.

Matching Funds

- All proposals must include 20% local cost share (match).
- Voluntary match guidelines can be found at eGrants help.
- Social Media Match will be capped at 25% of the match amount.

Grant Types

General Traffic Safety Grants

General Traffic Safety grants are non-enforcement projects which address any of the various highway safety program areas: reference Tables 2.1 – 2.13 in the Performance Measures section. Organizations eligible for general traffic safety grants include state and local governments, educational institutions, and non-profit organizations.

Program Areas

The following Traffic Safety Program Areas are being considered for funding:

Traffic Safety Program Areas	
AL	Alcohol and Other Drug Countermeasures
DE	Driver Education and Behavior
EM	Emergency Medical Services
MC	Motorcycle Safety
OP	Occupant Protection
PS	Pedestrian and Bicycle Safety
PA	Planning and Administration
PT	Police Traffic Services
RS	Roadway Safety
SB	School Bus Safety
TR	Traffic Records

Performance Measures & Countermeasure Strategies

Proposers are encouraged to review the performance measures and countermeasure strategies contained in Tables 2.1 – 2.13 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.

The following tables (Tables 2.1 – 2.13) outline the FY 2027 goals and strategies for each Traffic Safety Program Area

Table 2.1: Overall State Goal	
Goal	
	To reduce the number of motor vehicle crashes, fatalities, and serious injuries.

Table 2.2: Alcohol and Other Drugs Countermeasures (AL)

Goals	Strategies
<p>To reduce the number of crashes, fatalities and injuries related to impaired driving.</p> <p>To reduce the number of crashes, fatalities and injuries related to impaired driving where the driver is under age 21.</p>	<p>Increase and sustain high visibility enforcement of DWI laws. <i>(HVE)</i></p> <p>Training/education of criminal justice professionals to assist them in handling impaired driving cases, hiring traffic safety resource prosecutors, hiring judicial outreach liaisons, and establishing DWI courts. <i>(CS)</i></p> <p>Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders. <i>(II)</i></p> <p>Improve BAC testing and reporting to the State's crash records information system. <i>(BAC)</i></p> <p>Paid and earned media in support of HVE of impaired driving laws. <i>(PEM)</i></p> <p>Conducting SFST, ARIDE, DRE or phlebotomy training. <i>(PEM)</i></p> <p>Training on the use of alcohol and drug screening and brief intervention. <i>(TR)</i></p> <p>Developing impaired driving information systems. <i>(IS)</i></p> <p>Creating a 24-7 program. <i>(SP)</i></p> <p>Training and programs to reduce recidivism risk. <i>(FDHDATR)</i></p> <p>Implementing programs to better identify, monitor, or treat impaired drivers. <i>(TST)</i></p> <p>Increasing the timely and accurate reporting to federal, state and local databases of crash info, including electronic crash reporting systems. <i>(DR)</i></p>

	<p>Evaluation or research of impaired driving countermeasures. <i>(IDM)</i></p> <p>Increase public education and information on impaired driving for youth, concentrating on educating youth ages 5-20. <i>(OT)</i></p> <p>Increase public education and information on impaired driving for youth, concentrating on educating parents/caregivers. <i>(OT)</i></p> <p>Establish and convene a Driving While Impaired (DWI) advisory task force or coalition. <i>(Guideline No. 8: Impaired Driving, Program Management)</i></p> <p>Develop and implement programs to conduct alcohol vendor compliance checks and the promotion of responsible alcohol service. <i>(CTW, Alcohol-Impaired Driving, Enforcement; Guideline No. 8: Impaired Driving, Prevention)</i></p> <p>Develop and implement alternative transportation programs. <i>(Guideline No. 8: Impaired Driving, Prevention; CTW, Alcohol-Impaired Driving, Other Strategies)</i></p> <p>Develop and implement impaired driving prevention employer programs. <i>(Guideline No. 8: Impaired Driving, Prevention)</i></p> <p>Develop and implement programs promoting education regarding the potential risk of motor vehicle crashes associated with certain prescription medications. <i>(CTW, Drug-Impaired Driving, Other Strategies)</i></p>
--	---

Table 2.3: Driver Education and Behavior (DE)

Goals	Strategies
To increase public knowledge, perception and understanding of driver education.	Develop and implement distracted driving employer programs. <i>(CTW, Distracted Driving, Other Strategies)</i>
To reduce the number of crashes, fatalities and injuries related to distracted driving.	Conduct a statewide survey regarding attitudes and behaviors related to distracted driving. <i>(CTW, Distracted Driving, Legislation and Licensing)</i>
To reduce the number of crashes, fatalities and injuries related to drowsy driving.	Conduct a driver education program for youths of licensing age. <i>(Guideline No. 4: Driver Education, Driver Education and Training Program)</i>
To reduce the number of older driver (age 65+) crashes, fatalities and injuries.	Develop and implement programs that engage parents/caregivers in the driver education and Graduated Driver License program. <i>(Guideline No. 4: Driver Education, Driver Education and Training Program)</i>
To reduce the number of crashes, fatalities and injuries related to speed.	Develop and implement electronic technology for parent/guardian monitoring of young drivers. <i>(CTW, Young Drivers, Other Strategies)</i>
To reduce the number of crashes, fatalities and injuries related to aggressive driving.	Conduct a program for adult driver (age 65+) training and retraining. <i>(Guideline No. 4: Driver Education)</i>
	Develop and implement public information and education efforts to address older driver safety problems, including classroom and in-car training. <i>(Guideline No. 13: Older Driver Safety, Program Management)</i>
	Develop and implement drowsy driving employer programs <i>(CTW, Drowsy Driving, Other Strategies)</i>

	<p>Develop and implement public information and education efforts to address the importance of obeying speed limits and the potential consequences of speeding. <i>(Guideline No. 19, Speed Management, Communication Program)</i></p> <p>Develop and implement public information and education efforts to address aggressive driving behaviors. <i>(USC, Title 23, Chapter 4, Section 402 (a)(2)(A)(vii))</i></p>
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Table 2.4: Emergency Medical Services (EM)	
Goals	Strategies
<p>To improve emergency medical service care and support provided to motor vehicle trauma victims.</p>	<p>Ensure availability of adequately trained EMS personnel. <i>(Guideline No. 11: Emergency Medical Services, Human Resources and Training)</i></p> <p>Routinely monitor training programs to ensure uniformity and quality control. <i>(Guideline No. 11: Emergency Medical Services, Human Resources and Training)</i></p> <p>Ensure availability of continuing education programs. <i>(Guideline No. 11: Emergency Medical Services, Human Resources and Training)</i></p> <p>Develop and implement public information and education efforts about the EMS system including components and capabilities of an EMS system, the public's role in the system, the public's ability to access the system, what to do in an emergency and EMS providers' role in injury prevention and control. <i>(Guideline No. 11: Emergency Medical Services, Public Information and Education)</i></p>

Table 2.5: Motorcycle Safety (MC)

Goals	Strategies
<p>To reduce the number of crashes, fatalities and injuries involving motor vehicles and motorcycles.</p>	<p>Conduct or facilitate motorcycle rider training. <i>(MT) (CTW, Motorcycle Safety, Other Strategies)</i></p> <p>Improve the motorcyclist safety training curricula. <i>(MC)</i></p> <p>Increase the recruitment or retention of motorcyclist safety training instructors. <i>(MI)</i></p> <p>Develop and implement public information and education efforts to enhance driver awareness of motorcyclists. <i>(MA)(MP)</i></p> <p>Develop and implement strategies to increase rider conspicuity and use of protective clothing. <i>(CTW, Motorcycle Safety, Other Strategies)</i></p> <p>Develop and implement an incentive program for successful completion of motorcycle rider training course and motorcycle licensing. <i>(Guideline No. 3: Motorcycle Safety, Motorcycle Rider Education and Training)</i></p> <p>Develop and implement public information and education efforts of motorcycle operation under the influence of alcohol and other drugs. <i>(Guideline No. 3: Motorcycle Safety, Motorcycle Operation Under The Influence of Alcohol Or Other Drugs)</i></p>

Table 2.6: Occupant Protection (OP)

Goals	Strategies
To encourage the proper use of safety belts by occupants of motor vehicles.	Support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement. <i>(HVE)</i>
To encourage more widespread and proper use of child restraints.	Train occupant protection safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child restraints and occupant protection. <i>(TR)</i>
To reduce the number of fatalities relating to child heatstroke when left unattended in a motor vehicle.	<p>Educate the public concerning the proper use and installation of child restraints, including related equipment and information systems. <i>(PE)</i></p> <p>Provide community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints. <i>(CPS)</i></p> <p>Purchase and distribute child restraints. <i>(CSS)</i></p> <p>Establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys. <i>(OP)</i></p> <p>Implement programs to recruit and train nationally certified child passenger safety technicians, educate parents and caregivers regarding child restraints, purchase and distribute child restraints. <i>(CPS_US)</i></p> <p>Develop and implement occupant protection employer programs. <i>(CTW, Seat Belts and Child Restraints, Other Strategies)</i></p>

	<p>Develop and implement occupant protection programs for older children aged 8-15. (CTW, Seat Belts and Child Restraints, Other Strategies)</p> <p>Develop and implement public information and education regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. (23 CFR 1300.13(d))</p>
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Table 2.7: Pedestrian and Bicyclist Safety (PS)

Goals	Strategies
<p>To reduce the number of motor vehicle-related pedestrian and bicyclist crashes, fatalities and injuries.</p>	<p>Training of law enforcement officials relating to nonmotorized road user safety, State laws applicable to nonmotorized road user safety, and infrastructure designed to improve nonmotorized road user safety. (TR)</p> <p>Support campaigns designed to enforce State traffic laws applicable to nonmotorized road user safety. (LE)</p> <p>Develop and implement public information and education designed to inform motorists and nonmotorized road users regarding nonmotorized road user safety. (PE)</p> <p>Collect data, establish and maintain data systems relating to nonmotorized road user traffic fatalities. (DA)</p> <p>Promote proper and legal riding practices and the proper use of bicycle helmets, including the proper selection, use, fit, and maintenance of bicycles and bicycle helmets through cycling clinics, bike fairs and bike rodeos. (Guideline No. 14: Pedestrian and Bicycle Safety, Communication Program) (CTW, Promote Bicycle Helmet Use with Education, Other Strategies) (CTW, Bicycle Safety Education for Children, Other Strategies)</p>

	<p>Establish and convene a pedestrian and bicycle safety advisory task force or coalition. (<i>Guideline No. 14: Pedestrian and Bicycle Safety, Outreach Program</i>)</p> <p>Develop and implement a pedestrian conspicuity enhancement program. (<i>CTW, Pedestrian Safety, Other Strategies</i>)</p>
--	--

Table 2.8: Planning and Administration (PA)

Goals	Strategies
<p>To provide effective and efficient management of the Texas Traffic Safety Program.</p>	<ul style="list-style-type: none"> Conduct periodic project monitoring and evaluation of traffic safety activities. Ensure availability of program and project management training. Maintain coordination of traffic safety efforts and provide technical assistance. Perform accurate accounting and efficient reimbursement processing. Provide procedures and training on highway safety planning and project development. Provide technical assistance and support for the Strategic Highway Safety Plan, Public Participation and Engagement and other relevant traffic safety program management activities. Provide training and assistance for local and statewide traffic safety problem identification. Review and update program procedures as needed.

Table 2.9: Police Traffic Services (PT)

Goals	Strategies
<p>To increase effective enforcement of traffic safety-related laws to reduce crashes, fatalities and injuries.</p>	<p>Implement a high-visibility traffic enforcement services program designed to enforce traffic laws and regulations. <i>(Guideline No. 15: Traffic Enforcement Services, Program Management)</i></p> <p>Conduct training to implement traffic enforcement skills, techniques or programs. <i>(Guideline No. 15: Traffic Enforcement Services, Training)</i></p> <p>Develop and implement public information and education efforts about traffic enforcement services. <i>(Guideline No. 15: Traffic Enforcement Services, Communication Program)</i></p>

Table 2.10: Roadway Safety (RS)

Goals	Strategies
<p>To reduce the number of crashes, fatalities and injuries in work zones.</p>	<p>Develop and implement public information and education efforts of roadway-safety related issues to enhance highway safety in work zones. <i>(Guideline No 21, Roadway Safety, Outreach Program)</i></p>
<p>To reduce the number of crashes, fatalities and injuries resulting from the failure by drivers of motor vehicles to move to another traffic lane or reduce the speed of the vehicle when vehicles are stopped or parked on or next to a roadway with emergency lights activated (TTC 545.157 "Move Over, Slow Down Law").</p>	<p>Develop and implement public information and education efforts of roadway-safety related issues to enhance highway safety at railroad grade crossings. <i>(Guideline No 21, Roadway Safety, Outreach Program)</i></p> <p>Develop and implement public information and education efforts related to the "Move Over, Slow Down" law. <i>(USC, Title 23, Chapter 4, Section 402 (a)(2)(A)(xiii))</i></p>
<p>To reduce the number of crashes, fatalities and injuries at railroad grade crossings.</p>	

Table 2.11: School Bus Safety (SB)

Goals	Strategies
To reduce school bus-related crashes, fatalities and injuries.	Develop and implement a program to assist schools with selecting, training, and supervising people whose primary duties involve transporting school children. <i>(Guideline No 17, Pupil Transportation Safety, Operations)</i> Develop and implement a program that provides training on safe riding practices, proper loading and unloading techniques, proper street crossing to and from school bus stops and participation in supervised and timed emergency evacuation drills. <i>(Guideline No 17, Pupil Transportation Safety, Other Elements)</i>

Table 2.13: Traffic Records (TR)

Goals	Strategies
<p>To make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of data in a core highway safety database.</p>	<p>Software or applications to identify, collect, and report data to State and local government agencies, and enter data into State core highway safety databases. <i>(SA)</i></p> <p>Purchasing equipment to improve a process by which data are identified, collated and reported to State and local government agencies, including technology for use by law enforcement for near-real time, electronic reporting of crash data. <i>(T)</i></p> <p>Improving the compatibility and interoperability of the core highway safety databases of the State with National data systems and data systems of other States. <i>(C)</i></p> <p>Enhancing the ability of a State and the Secretary to observe and analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances. <i>(DSA)</i></p> <p>Supporting traffic records improvements and expenditures for law enforcement, EMS, judicial, prosecutorial, and traffic records professionals. <i>(SP)</i></p> <p>Hiring traffic records professionals for the purpose of improving traffic info systems, including a FARS liaison. <i>(TRP)</i></p> <p>Adoption of the Model Minimum Uniform Crash Criteria. <i>(MUC)</i></p> <p>Supporting reporting criteria relating to emerging topics including impaired driving as a result of drug, alcohol or poly-abuse; and advanced motor vehicle technology. <i>(RPTE)</i></p> <p>Conducting research relating to State traffic safety information systems, including developing programs to improve core HS databases and processes by which data are defined, collected, reported to State and local govt agencies, and entered into State core safety databases. <i>(RSRCH)</i></p>

High Priority Needs

While Texas welcomes and accepts any proposal that addresses the strategies in Tables 2.1 – 2.13, our high priority needs are projects that address the countermeasures and strategies that appear in the NHTSA publication [Countermeasures That Work](#), 11th edition and the [Uniform Guidelines for State Highway Safety Programs](#).

Alcohol and Other Drugs Countermeasures

- 1) Proposals are being accepted for projects that address the following [alcohol-impaired driving](#) and [drug-impaired driving](#) NHTSA countermeasures and [guidelines](#):
 - a) To develop and implement programs to conduct [alcohol vendor compliance checks](#) and [promote responsible alcohol service](#).
 - b) To develop and implement [ignition interlock programs](#).
 - c) To develop and implement [alcohol problem assessment and treatment programs](#) including the use of [alcohol screening and brief intervention techniques](#).
 - d) To develop and implement [DWI courts](#).
 - e) To develop and implement [alternative transportation](#) programs.
 - f) To develop and implement programs promoting [education regarding medications](#).

Driver Education and Behavior

Proposals are being accepted for projects that address the following [distracted driving](#), [young drivers](#), [drowsy driving](#) and [speed](#) NHTSA countermeasures and the associated [guidelines](#):

- 1) To develop and implement [distracted driving employer programs](#).

- 2) To develop and implement [programs to assist parents/guardians of young drivers](#).
- 3) To develop and implement [electronic technology for parental/guardian monitoring](#).
- 4) To develop and implement [drowsy driving employer programs](#).

Emergency Medical Services

Proposals are being accepted for projects that address the following emergency medical services [guidelines](#):

- 1) To train, certify, and retain Emergency Medical Technicians in Rural/Frontier areas of the state. Proposals must include 4 hours of USDOT FHWA Traffic Incident Management Training.

Motorcycle Safety

Proposals are being accepted for projects that address the following [motorcycle safety](#) NHTSA countermeasures and [guidelines](#):

- 1) To conduct or facilitate [motorcycle rider training](#).
- 2) To increase the [recruitment and retention of motorcyclist training instructors](#).
- 3) To develop and implement public information and education [efforts to enhance driver awareness of motorcyclists](#). The effort must be performed using non-paid-media methods for the delivery of the messages.
- 4) To develop and implement [strategies to increase rider conspicuity and use of protective clothing](#).
- 5) To develop and implement [an incentive program for successful completion of motorcycle rider training course and motorcycle licensing](#).
- 6) To develop and implement [a public information and education efforts of motorcycle operation under the influence of alcohol and other drugs](#).

Occupant Protection

Proposals are being accepted for projects that address the following [occupant protection](#) NHTSA countermeasures and [guidelines](#):

- 1) To develop and implement programs that [increase child restraint and booster seat use](#) that encompasses these elements:
 - a) [Recruit and train nationally certified child passenger safety technicians \(CPSTs\) throughout Texas specifically focusing on recruiting and training police officers, fire and other first responders, emergency medical personnel, and other individuals or organizations serving low-income and underserved populations.](#)
 - b) [Educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle.](#)
 - c) [Purchase and distribute child passenger safety seats to historically low-income populations.](#)
 - d) Conduct or facilitate [child restraint inspection stations](#).
 - e) Develop and implement [programs for older children](#) aged 8-15.
- 3) To develop and implement an [occupant protection employer program](#).
- 4) To develop and implement an [occupant protection task force](#).
- 5) To conduct an [occupant protection program assessment](#).
- 6) To conduct [a group of three \(3\) surveys](#) to assess statewide occupant restraint use to estimate statewide belt use, front seat occupant restraint use, and child occupant restraint use.
- 7) To conduct [one \(1\) survey](#) to assess safety belt use during the Click It or Ticket (CIOT) campaign including pre, mid and post campaign.

Pedestrian and Bicyclist Safety

Proposals are being accepted for projects that address the following [pedestrian safety](#) and [bicycle safety](#) countermeasures and [guidelines](#):

- 1) To [train law enforcement officials relating to nonmotorized road user safety, State laws applicable to nonmotorized road user safety](#).
- 2) To develop and implement [elementary-age child pedestrian training](#).
- 3) To develop and implement a [conspicuity enhancement](#) program.
- 4) To develop and implement a program to [promote bicycle helmet use with education](#) which will include:
 - a) To develop and implement [bicycle safety education for children](#).
 - b) To conduct or facilitate [cycling skills clinics, bike fairs, bike rodeos](#).

Planning and Administration

Proposals are being accepted for one (1) project that will provide event planning and management services for an annual Traffic Safety Conference to be hosted in Texas to include elements such as impaired driving, occupant protection, distracted driving and any other traffic safety elements.

Roadway Safety

Proposals are being accepted for projects that address the following [roadway safety](#) guidelines:

- 1) To develop and implement public information and education efforts of roadway-safety related issues to enhance highway safety in work zones.
- 2) To develop and implement public information and education efforts of roadway-safety related issues to enhance highway safety at railroad grade crossings.

- 3) To develop and implement public information and education efforts related to the “Move Over, Slow Down” law.

School Bus Safety

Proposals are being accepted for programs that address the following pupil transportation safety [guidelines](#):

- 1) To develop and implement a program to assist schools with selecting, training, and supervising people whose primary duties involve transporting school children.
- 2) To develop and implement a program that provides training on safe riding practices, proper loading and unloading techniques, proper street crossing to and from school bus stops and participation in supervised and timed emergency evacuation drills.
- 3) To develop and implement school bus occupant restraint programs to include training and education of school administrators and staff, bus drivers, parents, and students about proper seat belt use and adjustment, seat belt policies and procedures, the safety benefits of seat belt use, and the importance of being properly belted on school buses.

Proposal Schedule

The proposal process schedule includes major milestones and target due dates culminating in an executed grant agreement. The proposal submission due date is firm, and all others are subject to change.

Any updates will be posted at: <https://egrants.bts.txdot.gov/eGrantsHelp/rfp.html>

The following table outlines the proposal schedule:

FY 2027 Grant Schedule	
Activity/Milestone	Target Due Date
Submissions	
Request for Proposals (RFP) Posted	11/14/2025
Proposal Training Video Posted	11/14/2025
Proposal Q&A Posted	12/05/2025
Deadline for Proposal Submission	01/16/2026
Negotiations	
Proposal Negotiations Begin	04/01/2026
Proposal Negotiations Completed	04/30/2026
Funding Approval	
Funding List and Minute Order Developed	05/01/2026
Funding Approved by Transportation Commission	05/30/2026
Annual Grant Application (AGA)	
AGA Submitted to NHTSA	07/01/2026
AGA Approved and Published	09/30/2026
Award Grants	
Grants Awarded, Executed and Activated in eGrants	10/01/2026

Proposal Development

The following section provides details of the contents of a general traffic safety proposal.

Program Area Goals

Proposals must comply with the Goals and Strategies outlined in Tables 2.1 – 2.13 in the Performance Measures section.

It is essential for proposals to align with the chosen goals and strategies. When multiple goals and strategies are identified, it can become unclear as to what the project is trying to achieve. Please refrain from selecting multiple goals and strategies and ensure that only those that the proposal intends to achieve are chosen.

Program Information

The Program Information section of the proposal contains the Problem Identification, Project Plan and Project Evaluation.

Problem Identification

The Problem Identification includes a problem statement and documentation of data. This is where proposers describe the nature and magnitude of the current traffic safety problem(s) using current statistical data. It must be:

- **A clear, concise, and accurate description of the problem that the project aims to address.**
- **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.
- **Supported by relevant, verifiable, current, and applicable traffic safety data.**
 - Causes of fatalities, serious injuries, crashes and property damage, site location (city/county, roadway section, statewide) and target population data.
 - The traffic safety data must be current and specific to Texas/local communities. Data must include 2024 Crash Records Information System (CRIS) data and/or 2023 Fatality Analysis Reporting System (FARS) data or more current data from other sources. Data that is older 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.

Project Plan

The Project Plan includes the problem solution. The problem solution must be relevant to the traffic safety problem(s) identified. The solution should propose a comprehensive approach to address the problem(s) and be properly scoped. The solution must include relevant strategies, tasks, and specific activities that will be performed to address the stated traffic safety problem(s) and address the goals and strategies selected for the proposal.

Project 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 objectives and expected outcomes in evaluating success. Proposers need to indicate in detail how their organization will evaluate the proposed projects to prove success.

Attachments

Supporting documentation is any additional information the proposer wishes to include as a supplement to the proposal. Supporting documentation is optional and if used, it must be uploaded as an attachment via eGrants.

Do not mail support documentation to TRF-BTS separately, it will not be accepted and will be discarded.

Objectives and Action Plan

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 and a maximum of ten (10) objectives per project.

Objectives, PI&E, Performance Measures and Activities

The strategies outlined in Tables 2.1 – 2.13 in the Performance Measures section can help guide the development of objectives. These strategies can serve directly as or be adapted into the project objectives.

Objectives must meet the following criteria:

- Consistent with traffic safety problem solution (project purpose) including the goals and strategies selected.
- 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-BTS uses a guideline called the S.M.A.R.T. principle to assess performance Goals 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 objectives must contain realistic target numbers and be properly time-framed to measure project progress.

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 action verb and provide sufficient explanation to support all objectives.

Strategic Operational Plan

The resources provided for the Texas Highway Safety Program are limited and thus must be expended and deployed strategically to maximize their benefit to the effort to reduce crashes and save lives on Texas roadways.

The purpose of the strategic plan is to direct the deployment of the proposed project's resources with strong preference given to high-priority jurisdictions. TxDOT uses fatal and suspected serious injury crash data to develop high-priority jurisdictions for program deployment.

Unless specifically exempted, all proposals submitted under this RFP will be required to include in their proposal an objective for developing a data-driven strategic operational plan. TxDOT will make available the data and a list of high-priority jurisdictions to be used as the basis for the proposal's strategic plan.

Objective Statement

To Develop 1 Strategic Operational Plan by September 30.

Activities

1. Develop a strategic operational plan using high priority jurisdiction list for selected program area. (October 31)

2. Submit strategic operational plan to TxDOT for approval via supplemental report. (November 30)
3. Contact each high-priority jurisdiction at least once and begin scheduling deployment of resources. (December 31)
4. Submit a final report documenting all the high-priority jurisdictions reached through project resources (presentations, trainings, activities, etc.) and submit to TxDOT. (September 30)

Plan

Each plan should address the following elements:

- A detailed description of each resource provided by the project.
- A detailed plan to document offering project resources to each high-priority jurisdiction based on guidance above. Documentation must include who was contacted, that contact's role in the high-priority jurisdiction, the method of contact, and the response, if any, from that contact.
- The list of high-priority jurisdictions provided by TxDOT.

Projects attempting to provide resources to multiple program areas will be required to address the priority jurisdictions for each program area indicated in the proposal's strategies section.

Exemptions

- Projects funded with 405C (Traffic Records) funds.
- Projects that serve only **one county** or **one TxDOT district**.
- Projects that conduct surveys.

Budgets

A proposal budget must support the project. The proposed budget must be reasonable, necessary, and include only cost-eligible items.

Modifications

A budgetary adjustment will be necessary if the budget is inaccurate, unreasonable, or unallowable. Minor modifications may be made during the grant negotiations process.

Match Rates

For proposals that utilize the rental of space for training/presentations or audio/visual equipment as match, the following rates must be used:

- Room rental is valued at \$62.50 per hour not to exceed \$500 per day.
- Audio/visual is valued at \$62.50 per hour not to exceed \$500 per day.
- Please include these items in the proposals in Other Miscellaneous (700) as match.

Costs associated with the use of government-owned facilities including local, state and federal buildings/rooms is not eligible for match or reimbursement.

For proposals that utilize volunteers as match, a rate of \$33.59 per hour must be used. This rate applies to volunteers engaged in various traffic safety initiatives, including those focused on bicycle safety, occupant protection, community safety, substance abuse prevention, child passenger safety (CPS) technicians and instructors, as well as other general traffic safety efforts.

Child Passenger Safety Seats and Bicycle Helmets

The process for budgeting for child safety seats and bicycle helmets is as follows:

- Please include these items in the proposals in Other Miscellaneous (700)
- Proposers must include the quantity and budget amount to support the purchase.

- Estimate for child safety seats may not exceed \$95 each.
- Estimate for bicycle helmets may not exceed \$35 each.
- Proposals must include climate-controlled storage for storing child safety seats.
- Proposals must include shipping and distribution method(s).

Contractual (600)

If your proposal contains the use of a subcontractor, please upload the proposed subcontract agreement and any other subsequent sub-subcontractor agreements in the Attachments section of the grant. The Texas Traffic Safety Subcontract Agreement may be utilized. If an organization wishes to utilize their own subcontract agreement, they are required to include the *Texas Traffic Safety Program Grant Agreement General Terms and Conditions*. The subcontract agreement including the terms and conditions can be found at: <https://egrants.bts.txdot.gov/eGrantsHelp/index.html>

Indirect Costs (800)

To claim indirect cost, the proposing organization must have an approved indirect cost rate, and the indirect cost rate documentation must be attached on the Indirect Cost (800) page in eGrants.

Claiming reimbursement or using indirect costs as match is not a mandatory component of a proposal. Proposing organizations have the option to not include indirect costs as part of their proposal.

An organization that does not have a current federal negotiated indirect cost rate (including provisional) may elect to charge a de minimis rate of up to 15%. No documentation is required to justify the de minimis indirect cost rate.

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.
- **Office Furnishings** - Grant funds cannot be used to purchase office furnishings.
- **Gratuities** - Tips and/or gratuities are unallowable.
- **Lobbying** - Federal and state grant funds cannot be used for lobbying activities.
- **Promotional Items** - Federal funds cannot be used to purchase promotional items or memorabilia as per the *Use of NHTSA Funds to Purchase Items for Distribution* memo found at the following link: <https://egrants.bts.txdot.gov/eGrantsHelp/Reports/NHTSAMemoforPurchaseItemsDistribution.pdf>
- **Alcoholic Beverages** - Funds cannot be used to purchase alcoholic beverages.

The following items require written pre-approval from BTS and will be deemed unallowable if prior approval is not obtained.

- **Out-of-State Travel** - Out-of-state travel requires prior written approval from TRF-BTS. If you are planning on conducting out of state travel, it also must be included in your proposal.

- **Equipment with a Unit Acquisition Cost of \$10,000 or Greater** - A major equipment purchase may occur only if the purchase is specifically authorized in the grant agreement, and TxDOT and the NHTSA have provided prior approval of the purchase.
- **Subcontract Agreements In Excess of \$25,000** – A subcontract in excess of \$25,000 may not be executed by the subgrantee without prior written concurrence by TxDOT.

Reimbursement

Payment or reimbursement before costs have been incurred is prohibited. Reimbursement is only made for costs incurred during the grant or contract period. Fund advances are not allowed.

Proposal Submission

Organizations may only apply for a one-year grant for the FY 2027 grant year.

FY 2027 Grant Schedule		
Grant Type	Start Date	End Date
A one-year grant that extends over a single federal fiscal year.	October 1, 2026	September 30, 2027

Proposals selected for funding must be executed on or before October 1, 2026.

eGrants

All proposals must be completed in eGrants at: <https://egrants.bts.txdot.gov>

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. It can also be found here: <https://egrants.bts.txdot.gov/eGrantsHelp/index.html>

Training

A training video will be made available upon release of the RFP and will be made available at: <https://egrants.bts.txdot.gov/eGrantsHelp/rfp.html>

Questions

All proposal-related questions must be submitted via email to: TRF_RFP@txdot.gov. Email subject lines must be "RFP Question." Please indicate within the email the jurisdiction the proposal represents (city, county, TxDOT District or statewide). Please include whether the question is related to a specific program area, STEP or Drivers Education.

An updated Q&A document will be posted by Friday, December 5, 2025, at: <https://egrants.bts.txdot.gov/eGrantsHelp/rfp.html>

Submission

Proposals **must** be submitted via eGrants by changing the status to "Proposal Submitted." The status of each proposal must be changed by no later than **5:00 p.m. CST on Friday, January 16, 2026**. At that time, the system will close, and proposals will no longer be able to be submitted.

TxDOT will review all proposals submitted through this process. Any modifications must be made prior to the project's execution. Proposers can receive assistance in writing their proposal by contacting eGrants Help at TRF_eGrantsHelp@txot.gov.

Proposal Review

TRF-BTS review teams will review and evaluate each proposal for relevancy to a state or local problem. The basis for review 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
- Reasonable and necessary budget

Proposal selection is ultimately based on, but not limited to, the following criteria:

- Program needs – to maintain a balanced, comprehensive program
- Availability of dedicated federal funding – i.e., alcohol, occupant protection, motorcycle, etc.
- Crash data – needs are based on properly-sourced crash data

Eligibility

Internal Ethics and Compliance (ICP)

Organizations will be required to undergo an Internal Compliance Program review prior to grant execution. 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.

Unique Entity Identifier (UEI)

Entities doing business with the federal government will use a Unique Entity Identifier (UEI) created and registered in SAM.gov. Registration in SAM.gov must be current for the UEI to be valid.

Pre-Award Audit

Organizations may be required to undergo a Pre-Award Audit prior to grant execution.

Risk Assessment

A risk assessment module has been incorporated into eGrants to determine appropriate levels of monitoring of the project. The three-part module includes:

1. During the proposal process, a questionnaire must be filled out by the subgrantee for each proposal.
2. During the post-award grant delivery meeting, the TxDOT project manager will complete TxDOT's portion of the risk assessment for each grant.
3. After grant closeout, the system will determine the level of risk based on each grants performance during the grant year.

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: <https://egrants.bts.txdot.gov/eGrantsHelp/rfp.html>

Terms - TxDOT reserves the right to negotiate the final terms of all contracts or grant agreements with proposers selected and any such terms negotiated because of this RFP may be renegotiated and/or amended 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.



17665 Telge Rd. Cypress, TX 77429
 713-864-7545- fax 713-864-7588
www.paradigmtraffic.com

QUOTATION

TO: City of League City
 1701 W League City Parkway
 League City, TX 77573
 attn: Lance Libby
 ph: 281-554-1094
 fax: Lance.Libby@leaguecitytx.gov

RFQ: Lance Libby
 BuyBoard Contract # 695-23
 Traffic Light & Signal Systems,
 Supplies & Equipment
 512-467-0222 pn
 1-800-211-5454 fax

DATE	SLSMN	DELIVERY	FREIGHT	SHIP VIA	F.O.B.	TERMS	QUOTE #
1/12/25	MS	45-60 Days ARO	PPD & Allowed	Best Way	Destination	Net 30	
ITEM	QTY	DESCRIPTION				PRICE	TOTAL
2	75	APPLIED INFORMATION - FIELD MONITORING UNIT Includes: AI-500-085-02 FMU, Glance License & Configuration, w/ 10 yr Connectivity & Support Plan for Preempt/Priority/Passthrough *NOTE* Installation Not Included *NOTE* PURCHASE ORDER MUST BE PROCESSED THROUGH www.BUYBOARD.com ADD 7% FOR CREDIT CARD PAYMENT				\$10,710.00	\$803,250.00
						TOTAL	\$803,250.00

***This quote is valid for 60 days. Thereafter it is subject to change without notice.**

*Thank you for the opportunity to submit a proposal to you on this equipment. Please reference this quotation (by Quote Number) when placing order. If you have any questions, please call or send a fax to me.

*When sending RFQ's, PO's or RFI's, please send to **ESTIMATING@PARADIGMTRAFFIC.COM**

OFFERED BY:

Morgan Smith

Morgan Smith
 Paradigm Traffic Systems, Inc.
 Federal ID# 75-2520341



17665 Telge Rd. Cypress, TX 77429
 713-864-7545 – fax 713-864-7588

QUOTATION

TO: City of League City
 1701 W League City Parkway
 League City, TX 77573
 attn: Lance Libby
 ph: 281-554-1094
 email: Lance.Libby@leaguecitytx.gov

RFQ: Lance Libby
 BuyBoard Contract # 695-23
 Traffic Light & Signal Systems,
 Supplies & Equipment
 512-467-0222 pn
 1-800-211-5454 fax

DATE	SLSMN	DELIVERY	FREIGHT	SHIP VIA	F.O.B.	TERMS	QUOTE #
1/9/26	BD	45-60 Days ARO	PPD & Allowed	Best Way	Destination	Net 30	Q38660BD
ITEM	QTY	DESCRIPTION				PRICE	TOTAL
1	133	APPLIED INFORMATION ON-BOARD UNIT <i>Includes: AI-500-065-02 OBU, Glance License & Configuration, 10 yr Connectivity & Support Plan, and Installation</i> *NOTE* PURCHASE ORDER MUST BE PROCESSED THROUGH www.BUYBOARD.com ADD 7% FOR CREDIT CARD PAYMENT				\$8,690.00	\$1,155,770.00
TOTAL							\$1,155,770.00

***This quote is valid for 60 days. Thereafter it is subject to change without notice.**
 *Thank you for the opportunity to submit a proposal to you on this equipment. Please reference this quotation (by Quote Number) when placing order. If you have any questions, please call or send a fax to me.
 *When sending RFQ's, PO's or RFI's, please send to **ESTIMATING@PARADIGMTRAFFIC.COM**

OFFERED BY:


 Bria Dokupil
 Paradigm Traffic Systems, Inc.
 Federal ID# 75-2520341