U.S. DOT's Small Business Innovation Research (SBIR) Program

SBIR Fiscal Year 2026 Phase I Award Recommendations

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AIWaysion, Inc. (Seattle WA)

TrafficPro.AI: A Traffic Intelligence Platform for Proactive Traffic Management with Distributed Cloud-Edge AI and V2X

PI Name: Brian Brooke **PI Email:** brian@aiwaysion.com

Abstract: Traffic congestion caused by incidents, work zones, adverse weather, special events, and recurring bottlenecks continues to reduce mobility, increase emissions, and degrade roadway safety. Existing traffic management systems largely rely on reactive operations or isolated intersection optimization and lack the capability to predict congestion across multiple intersections and roadway segments and proactively coordinate mitigation strategies. AIWaysion proposes TrafficPro.AI, a distributed cloud-edge AI and V2X traffic intelligence platform that enables proactive traffic management across dynamically defined impact zones. The proposed system integrates multimodal transportation data, distributed edge computing, edge-cloud (MEC) services, artificial intelligence, and hybrid V2X communications to detect and predict congestion, identify impacted areas, generate location-specific operational guidance, and securely disseminate advisories to transportation management centers, connected vehicles, and travelers. Phase I will design, develop, and evaluate a proof-of-concept prototype using archived transportation datasets. The prototype will be validated through hardware-in-the-loop simulation under five representative congestion scenarios to demonstrate the feasibility of the proposed distributed cloud-edge architecture and establish the foundation for Phase II field deployment.

Company Website: https://www.aiwaysion.com

Blinkly, Inc. (Washington, DC)

Blinkly MERIDIAN: Multi-Agent Edge Routing Intelligence for Dynamic Impact-Zone Advisory Networks

PI Name: Joowon Kim **PI Email:** joowon@blinkly.com

Abstract: Blinkly MERIDIAN (Multi-Agent Edge Routing Intelligence for Dynamic Impact-Zone Advisory Networks) will develop and validate an Edge-AI-V2X proof-of-concept for location-specific congestion prevention and mitigation. MERIDIAN addresses the gap between regional traffic monitoring, single-intersection control, commercial navigation, and emerging connected-vehicle infrastructure by providing a non-interfering advisory layer that detects local congestion growth, defines dynamic impact zones, generates operational advisories, and securely disseminates them to affected recipients. In Phase I, MERIDIAN will ingest archived detector, probe-speed, incident, work-zone, weather, event, simulated connected-vehicle, and SPaT/MAP-style data into a dynamic roadway graph representing links, ramps, intersections, queues, bottlenecks, and detour paths. Purpose-built AI/ML models—not large language models—will perform graph-based congestion detection, queue-growth estimation, edge/cloud workload partitioning, multi-agent advisory coordination, and secure advisory delivery. The prototype will generate detour, merge, continue, lane-positioning, speed-adjustment, and signal-countdown advisories for mobile users, fleets, roadside units, traffic management centers, and connected vehicles. Feasibility will be validated through hardware-in-the-loop simulation across five congestion scenarios, comparing no-advisory baselines against advisory-enabled cases using detection latency and queue containment.

Company Website: n/a

Idea Mind, LLC (Hilliard, OH)

Project BASIS

PI Name: Adam Renner **PI Email:** adam.renner@ideamind.us

Abstract: State departments of transportation are responsible for inspecting tens of thousands of catch basins to comply with NPDES permit requirements, a task currently performed by crews manually pulling over, removing heavy grates, and documenting conditions by hand. The work is slow, hazardous to roadside workers, and costly at scale.

Project BASIS (Basin Automated Sensing and Inspection System) proposes a vehicle-mounted sensor array that scans catch basins at low to moderate speeds without requiring the operator to leave the vehicle. An onboard processing pipeline classifies basin condition and estimates fill levels, delivering actionable maintenance intelligence to agency dashboards rather than raw inspection data. The Phase I effort will evaluate sensor performance, develop the data processing pipeline, and assess the feasibility of scaling the approach across a statewide network.

Company Website: https://www.ideamind.us

RoboWorkX (Ypsilanti, MI)

Articulated Multi-Modal Sensor Boom on Modular and Mobile Gantry System for Dual Stage Catch Basin Inspection

PI Name: Sasi Prabhakaran **PI Email:** sasi@snowbotix.com

Abstract: State DOTs and municipalities struggle to inspect tens of thousands of catch basins as required by MS4 NPDES permits, relying on hazardous, costly manual methods. RoboWorkX proposes a Modular and Mobile automated Gantry System with an Articulated Multi-Modal Sensor Boom for dual stage catch basin inspection from non-roadside (sidewalk, curbs). This innovative, dual-stage system eliminates traffic disruption and worker hazards. Stage 1 conducts rapid, non-invasive surface screening using RGB and thermal cameras. If anomalies are detected, Stage 2 automatically engages the gantry to remove the grate and insert the boom for deep in-sump measurements, utilizing dome lidar, 360 cameras with strobe LEDS and ultrasonic sensors to precisely scan, map and quantify sediment beneath turbid water. Phase I establishes technical feasibility by benchmarking sensor configurations against standard grate taxonomies, validating the AI escalation and localization engine, and demonstrating a scale prototype. The work plan clearly defines milestones leading to a Phase II field trial with our municipal partner, the City of Ann Arbor. Leveraging RoboWorkX's extensive experience with autonomous municipal platforms for nonroad and offroad maintenance, this RaaS solution demonstrates high commercial potential, empowering agencies to optimize asset management and eliminate roadside fatalities.

Company Website: https://snowbotix.com

Flexlynqs LLC (Fremont, CA)

Lynqr Complete Trip Decision Support Solution: AI Powered Door-through-Door Experience

PI Name: Santosh Mishra **PI Email:** santosh.mishra@flexlynqs.com

Abstract: Lynqr Complete Trip Decision Support System (DSS) is an AI-powered, standards-aligned middleware concept that creates the missing decision layer between existing mobility systems and traveler-facing tools. Current trip planners provide routes, schedules, maps, and alerts, but they do not determine whether a specific traveler can confidently complete a door-through-door trip across eligibility, payment, transfers, disruptions, pedestrian access, service availability, and destination arrival. Lynqr will not replace agency systems or consumer applications. Instead, it will use bounded AI agents to reason over authoritative source data from fixed-route, rail, paratransit, demand-response, microtransit, fare, customer service, dispatch, pathway, and contextual systems. The DSS will tag inputs by source, authority, freshness, and confidence; construct a step-level Complete Trip state model; detect likely barriers; and generate actionable recommendations for travelers, customer service representatives, dispatchers, and partners. Phase I will define priority user needs, develop a standards and data crosswalk, prepare a ConOps and architecture, specify AI reasoning and personalization functions, design stakeholder outputs, and validate feasibility through scenario-based proof-of-concept testing. The result will be a Phase II path toward a reusable DSS substrate that improves traveler confidence and reduces operational friction across multimodal public transportation trips.

Company Website: https://www.flexlynqs.com

Intellisense Systems, Inc. (Torrance, CA)

Adaptive Complete Trip - Artificial Intelligence (ACT-AI)

PI Name: Peter Relich **PI Email:** notify@intellisenseinc.com

Abstract: Public transit demands a high cognitive load to navigate multiple vehicle transfers, payments, and unexpected disruptions, often alienating users with diverse needs or non-traditional schedules. Current tools offer static routes, failing to support a frictionless "Complete Trip." This Phase I project develops an AI-powered transit "Concierge" designed to eliminate travel barriers by dynamically adapting to individual user profiles. The objective is to design and validate a preference-learning routing engine that adjusts multi-objective cost functions—including time, cost, crowds, and physical exertion—to a traveler's specific needs.

The Phase I effort centers on designing a Spatial-Temporal Graph Neural Network architecture that ingests standardized mobility data (GTFS, GTFS-RT, MDIP) and uses message passing to map non-linear network conditions like cascading delays. User preferences are modeled as latent graph embeddings. To prove feasibility without premature human testing, the team will run a multi-agent simulation utilizing synthetic commuter profiles. This will demonstrate the algorithm's capacity to rapidly learn hidden user preferences and minimize route regret. This proof-of-concept establishes the technical foundation for a Phase II software prototype, ultimately transforming public transit into an accessible, carefree choice for all demographics.

Company Website: www.intellisenseinc.com

Kevadia, LLC (Jersey City, NJ)

The Verified Complete Trip

PI Name: Harsh Kevadia **PI Email:** harsh@kevadia.com

Abstract: Public transportation is essential: Americans take roughly 7 billion public-transit trips each year for work, healthcare, education, and daily life. Yet planning a trip that a specific traveler can actually complete remains difficult, especially for people with disabilities, older adults, and riders crossing agencies, fare systems, and schedules. Today's planners return routes and travel times but cannot reliably say whether a route is step-free, affordable, walkable, or resilient to disruptions such as an elevator outage. AI trip planners do not close this gap on their own: when asked to plan a journey end to end, a language model satisfies every constraint only about 0.6 percent of the time. Kevadia LLC's Verified Complete Trip solves this with a verification-boundary architecture: a language model interprets the rider's plain-language request and explains the plan, while a deterministic core remains the sole source of routes, schedules, fares, pathways, and accessibility facts, so the AI personalizes and explains but never invents. A Universal Design constraint engine and Complete Trip Viability Score identify each traveler's most usable trip, compare transit against driving and ride-hail, and re-plan when conditions change. Phase I proves feasibility on the Hudson County, NJ–Manhattan corridor and validates an institutional-payer business model.

Company Website: https://kevadia.com/

SPLUSM LLC (Orlando, FL)

TripMate: An Agentic AI Copilot for the Person-Centered, Carefree, Complete Trip

PI Name: Samira Ahangari **PI Email:** samiraahangari@s-plus-m.ai

Abstract: TripMate is an agentic, accessibility-first, retrieval-grounded AI copilot for the Complete Trip, addressing FTA Topic 26-FT1. Public transit remains hard to use, not for lack of infrastructure, but because the cognitive and logistical burden of planning, paying for, and navigating a trip has never been resolved for the riders who need it most: people with disabilities, older adults, rural travelers, and those making off-peak, multimodal, or multi-jurisdictional trips. TripMate unifies today's fragmented data feeds, ticketing APIs, and routing engines into a single, person-centered, traveler-facing system. Its AI architecture uses FedRAMP-authorized managed LLMs via AWS Bedrock with a tiered Model Router, retrieval-augmented generation grounded in live transit data, a multi-objective routing engine that optimizes for accessibility, and a self-healing itinerary agent that re-plans during disruptions. Phase I validates feasibility through six research objectives: persistent traveler profiles, a universal-design framework, a data and standards-gap analysis, a RAG chatbot proof-of-concept, a multi-objective routing proof-of-concept, and a Phase II blueprint, producing a proof-of-concept and feasibility report. The commercialization model is business-to-government-to-consumer: sold to transit agencies, NEMT brokers, and state DOTs, and delivered free to riders and caregivers.

Company Website: https://www.s-plus-m.ai/

ATAC (Santa Clara, CA)

Predictive Safety Analytics for Commercial Transport Modernization

PI Name: Aditya Saraf **PI Email:** aps@atac.com

Abstract: ATAC proposes COMPASS, an AI-driven Predictive Analytics platform that fuses FMCSA regulatory data with context data (road geometry, weather) and telematics signals to produce explainable, forward-looking carrier risk scores. COMPASS addresses several limitations associated with FMCSA's current Safety Measurement System (SMS): SMS scores carriers reactively (after inspection failures), siloed scoring ignores cross-BASIC compounding effects (the strongest crash predictor), attributes risk without adjusting for context, excludes the richest safety signal (carrier telematics), and offers no prescriptive feedback. These limitations mirror what the FAA faced before its Aviation Safety Information Analysis and Sharing (ASIAS) program transformed aviation safety – reducing commercial aviation fatalities by 95% over 20 years. ATAC, which helped drive that transformation by applying data-fusion and AI capabilities via its Safety Data Transformation Challenge win and ASIAS support, transfers these proven technologies to the motor carrier domain via COMPASS. COMPASS delivers several innovations: context-aware data fusion, a Trusted Intermediary framework modeled on ASIAS, precursor-analytics-based leading indicators of crash risk, and explainable prescriptive coaching. FMCSA gains risk-ranked prioritization catching carriers invisible to SMS; large carriers gain fair, environment-aware scoring; and small carriers gain low-cost AI-driven safety intelligence through a shared platform.

Company Website: www.atac.com

Protection Engineering Consultants, LLC (Dripping Springs, TX)

Multi-source Operational Safety Analytics using Interpretable Intermediary Computing (MOSAIIC)

PI Name: Kundan Goswami **PI Email:** kgoswami@protection-consultants.com

Abstract: Commercial transportation generates diverse operational, vehicle, environmental, and infrastructure data that could significantly improve safety if analyzed collaboratively. However, existing approaches remain fragmented by organizational data silos, privacy concerns, and limited interpretability, preventing fleet operators and transportation agencies from proactively identifying emerging safety risks. The proposed Multi-source Operational Safety Analytics using Interpretable Intermediary Computing (MOSAIIC) project will develop and demonstrate a proof-of-concept framework that securely integrates heterogeneous public and private transportation data through a trusted intermediary architecture. The approach combines privacy-preserving collaborative computing with interpretable AI/ML to generate transparent, actionable safety insights while allowing participating organizations to retain control of their proprietary data. Phase I activities include developing explainable predictive models, designing the collaborative architecture, acquiring representative datasets, and validating technical feasibility through proof-of-concept demonstrations. The resulting framework will identify leading indicators of fleet safety risk, quantify contributing operational and environmental factors, and support proactive inspections, maintenance, and safety interventions. Successful completion will establish the technical foundation for Phase II pilot demonstrations with transportation stakeholders.

Company Website: https://www.protection-consultants.com/

Connect Dynamics, Inc. DBA FR8relay (Bentonville, AR)

FCPI: A Freight-First Corridor Forecast

PI Name: Aayush Thakur **PI Email:** aayush@fr8relay.com

Abstract: Freight congestion costs the U.S. trucking industry $108.8 billion annually, and disruptions build progressively through measurable precursor signatures. Current traffic-management systems report events after they occur; freight dispatch plans against historical averages. The predictive window exists but is unused.

FR8relay proposes Freight Corridor Predictive Intelligence (FCPI): a machine-learning system converting real-time corridor signals into calibrated per-segment disruption probabilities at 30- and 60-minute horizons, targeting ≥80% truck-weighted accuracy across four structurally distinct segment regimes on the Los Angeles–Dallas corridor. Phase I combines gradient-boosted models (LightGBM/XGBoost) with an LWR-physics-grounded synthetic disruption generator that closes rare-event coverage gaps, then translates predictions into routing, dynamic-parking, and driver-messaging recommendations delivered through a Conceptual Architecture compatible with TMC, ATMS, and 511 systems. Sub-tasks assess a two-mode edge architecture (vendor-appliance integration plus bolt-on rugged compute retrofit) and a federated-learning-ready architecture for carrier-contributed data, with a two-partition federation demonstration and cybersecurity-by-architecture design. The six-month Phase I produces the five named DOT deliverables positioning FCPI for Phase II corridor pilots.

Company Website: https://www.fr8relay.com

ecoLong, LLC (Albany, NY)

Predictive Resilience and Edge Decision Intelligence for Corridor Transportation (PREDICT)

PI Name: Judy Min **PI Email:** judym@eco-long.com

Abstract: Freight transportation moves more than 20 billion tons of goods annually across the United States, yet increasing congestion, infrastructure constraints, severe weather, supply chain disruptions, and truck parking shortages continue to challenge corridor efficiency and resilience. In collaboration with Rensselaer Polytechnic Institute (RPI) and the Capital Region Transportation Council (CRTC), ecoLong proposes PREDICT (Predictive Resilience and Edge Decision Intelligence for Corridor Transportation), a next-generation Freight Corridor Predictive Intelligence platform. PREDICT integrates multimodal data fusion, corridor-scale digital twins, edge AI, predictive analytics, synthetic scenario generation, privacy-preserving federated learning, and secure data management to forecast congestion, travel-time reliability, freight delays, disruptions, and truck parking availability. During Phase I, the team will develop and demonstrate a proof-of-concept platform by integrating multimodal transportation data into a geospatial corridor digital twin and developing predictive AI models for representative freight use cases. PREDICT will provide the foundation for scalable, AI-enabled freight corridor management that enables transportation agencies to anticipate disruptions, optimize operations, and improve corridor resilience.

Company Website: https://eco-long.com/

Factor, Inc. (Nashville, TN)

CorridorCast: Predictive Freight Corridor Intelligence

PI Name: Ravi Palakodeti **PI Email:** rpalakodeti@factorinc.com

Abstract: Freight congestion costs the nation tens of billions of dollars annually, yet today's corridor-management tools are retrospective: they summarize archived travel times, periodic tonnage, and after-the-fact incident logs, leaving operators no reliable short-horizon forecast. By the time a bottleneck appears in a static dashboard, the routing, parking, and messaging decisions that could have mitigated it have expired. FACTOR proposes a Phase I feasibility demonstration of an AI predictive system that fuses multimodal real-world freight data with synthetic digital-twin data and a simulated federated-learning loop that preserves jurisdictional and proprietary privacy. The system targets at least 80% accuracy for 30-to-60-minute corridor congestion and delay forecasts on a defined freight segment, translating forecasts into recommended routing, dynamic truck-parking, and driver-messaging interventions delivered through a cloud-hosted dashboard interoperable with ArcGIS, Power BI, and Tableau. The approach is a low-risk extension of FACTOR's fielded freight heritage, anchored by its DOE ARPA-E intermodal freight modeling experience spanning hundreds of intermodal facilities and hundreds of thousands of highway routes, plus national-scale multi-source data fusion and secure multi-party data exchange. Phase I delivers a validated architecture, a prototype meeting the accuracy target, and a de-risked path to Phase II field pilots.

Company Website: https://factorinc.com/

Altect, Inc. (Austin, TX)

Flame-Resistant De-Energizing Fluid for End-of-Life Batteries

PI Name: Kevin Marr **PI Email:** kmarr@altect.com

Abstract: End-of-life (EOL) lithium-ion battery management presents significant safety and cost challenges. EOL batteries often retain residual, or "stranded," energy that can lead to fires or explosions during transport. Batteries at lower states-of-charge have lower risk profiles because they are inherently more thermally stable, less likely to thermally runaway, less energetic and release less hazardous gases if they run away. Rather than managing the battery fire after ignition with suppression or containment strategies, this project seeks to explore approaches to de-energize EOL batteries. The goal of this Phase I project is to develop a fire-resistant, conductive fluid that can be used to de-energize EOL batteries, thereby minimizing battery fire risks during transport. One application is to use the de-energizing fluid to submerge EOL batteries prior to transport. Other use cases and application processes will also be explored. The project also will explore non-intrusive methods to determine the de-energized state of the submerged EOL battery.

Company Website: www.altect.com

TDA Research, Inc. (Golden, CO)

Safe and Cost-Effective Method for Removing Residual Energy from Li-ion Batteries

PI Name: Steven Dietz **PI Email:** sdietz@tda.com

Abstract: Shipping end-of-life lithium-ion batteries presents significant safety and cost challenges. These batteries often retain residual, or "stranded," energy that can lead to fires or explosions during transport; and there is no easy way to see if a battery still contains residual energy. This risk drives up shipping costs and, in turn, the cost of recapturing rare earth minerals. Rare earth minerals, such as lithium, cobalt, and nickel are essential to support national security and the economy. To address this issue, TDA will develop a safe, fast, and cost-effective method for removing residual energy, eliminating the primary hazard to shipping and recycling.

By the end of Phase I, we will produce a proof-of concept or working prototype that clearly demonstrates an effective method for safely removing residual energy from end-of-life lithium-ion batteries to decrease risk in transporting end of life batteries. The final product should be scalable to a variety of battery types and chemistry. In addition, in Phase I, the focus of the product will be on consumer electronics but with the possibility to be scaled to larger form factors. The refined product will show strong technical feasibility with a clear path toward refinement and full optimization in Phase II.

Company Website: https://www.tda.com

4D Maker, LLC (Okemos, MI)

ThermaTrace™: A Programmable, Irreversible Thermal-Dose-Integrating Coating for Hazardous Materials Packaging Safety

PI Name: Yuhui Fang **PI Email:** 4d.maker.llc@gmail.com

Abstract: First responders—frequently non-HAZMAT-trained law enforcement—arrive at hazardous materials incidents with no visible indication that packaging is approaching dangerous internal temperatures, increasing injury risk before standoff decisions are made. This project develops ThermaTrace, a low-cost, lightweight, field-applied nano-enhanced coating that changes color irreversibly to warn of escalating thermal stress. Its key innovation is that ThermaTrace integrates thermal dose, not just peak temperature: using shell-programmed microcapsule kinetics, its irreversible color and glow encode accumulated time-and-temperature, so a brief flame lick and a package-endangering heat soak give distinguishable readouts. A self-referencing reflective-plus-luminescent readout stays legible through soot, smoke, and darkness. Phase I will formulate at least three shell-programmed candidate systems; measure the Arrhenius dose kinetics; quantify threshold accuracy, irreversibility, contrast, and the ratiometric readout; demonstrate adhesion and durability on carbon steel, the primary hazmat substrate, by standard ASTM methods; and validate staged, dose-discriminating response under bench-scale torch-fire exposure, correlating the external readout with measured internal temperature. The coating is compatible with existing packaging and required DOT markings. Deliverables include down-selected formulations, feasibility and initial test-data reports, and a structured scale-up and Phase II plan.

Company Website: n/a

Materials Modification, Inc. (Fairfax, VA)

Firefighting Gel Foams for Lithium-ion Battery Fires

PI Name: Dr Krishnaswamy Rangan **PI Email:** kris@matmod.com

Abstract: Lithium-ion batteries are commonly found in electric vehicles (EVs), consumer electronics, and energy storage systems. They pose significant fire risks due to potential thermal runaway, which can lead to high temperatures and hazardous conditions for emergency responders. Current firefighting methods for lithium-ion battery fires are inadequate, involving either allowing the fire to burn out or using large amounts of water, which is impractical due to toxic fumes and battery design limitations. To address this issue, this Phase I project aims to develop an innovative foam product specifically for extinguishing lithium-ion battery fires. This new formulation will reduce water usage, extinguish fires more quickly, and lower risks to first responders by minimizing their exposure to toxic vapors. The foam will work by cooling, encapsulating the battery, and smothering the fire by reducing oxygen contact. The eco-friendly formulation will be concentrated for on-site dilution, and Phase II will focus on demonstrating this innovation within an EV battery pack.

Company Website: www.matmod.com