

Department of Transportation (DOT)
Federal Highway Administration (FHWA)

The Supporting Statement A

**Agency Information Collection Activities: Notice of Request for Reinstatement of a
Previously Approved Information Collection**

OMB Control No. 2125-0672

Introduction: This is to request the Office of Management and Budget's (OMB) approval for reinstatement of a previously approved information collection. Note that:

- Responding to the collection is voluntary and is required to obtain or retain a benefit.
- Responders are a State Department of Transportation (State DOT) or an equivalent of those agencies; Metropolitan Planning Organizations (MPO) (as defined in 23 U.S.C. 134(b)); unit of local government; regional transportation authority; special purpose district or public authority with a transportation function, including a port authority; an Indian tribe (as defined in section 207(m)(1)), including a Native village and a Native Corporation (as those terms are defined in section 3 of the Alaska Native Claims Settlement Act (43 U.S.C. 1602)); a Federal Land Management Agency (FLMA); or a group of any of the beforementioned entities.
- The information collection is a grant application, application template, grant agreement, and reporting during project management.
- The information will be collected once.
- Information relevant to the application is detailed in the Wildlife Crossings Pilot Program (WCPP) Notice of Funding Opportunity (NOFO), and any reporting requirements agreed to by Grants recipients.
- The information will be received by the United States Department of Transportation (U.S. DOT), Federal Highway Administration (FHWA)
- The purpose of the collection is to receive information relevant to evaluating applications for WCPP grant, per the NOFO, and providing information for reporting requirements agreed to by recipients of the grants.

The WCPP is a competitive grant program established in the Infrastructure Investment and Jobs Act (IIJA) of 2021 (Pub. L. 117-58, November 15, 2021), and codified at 23 U.S.C. 171. The WCPP seeks to fund projects that will reduce wildlife-vehicle collisions (WVCs) and improve habitat connectivity for terrestrial and aquatic species. FHWA will advertise a NOFO for up to \$80 million in fiscal year 2026 funds, plus any funds available from prior fiscal years (FY 2022-2025).

Part A. Justification.

1. Circumstances that make collection of information necessary:

The collection of information is necessary in order to receive and rank applications for grant funds, evaluate the effectiveness of projects that have been awarded grant funds, and monitor project financial conditions and project progress pursuant to the FHWA's WCPP. The program is implemented pursuant to 23 U.S.C. 171 and section 11123 and 11101(d)(1) of IIJA. There are more than 1,000,000 WVCs annually that result in approximately tens of thousands of serious injuries and hundreds of fatalities on U.S. roadways, and which are estimated to cost over \$8 billion; in addition, WVCs present a danger to human safety and wildlife survival. The purpose of this program is to provide grants to reduce wildlife vehicle collisions (WVCs) while improving habitat connectivity and conservation for terrestrial and aquatic species. The reinstatement of the WCPP for the FY 2026 Notice of Funding Opportunity (NOFO) also includes the need for an associated up-to-date OMB Control Number. The current discontinued OMB Control Number is 2125-0672.

The relevant statutory provisions are 23 U.S.C. 171 and section 11101 of IIJA, attached as [Exhibit A](#).

DOT seeks to fund projects that advance the Departmental priorities of safety, economic growth, and human and natural environment as described in the DOT Strategic Plan, DOT Research, Development and Technology Strategic Plan, and in executive orders (E.O.). These DOT Priorities are considered in the selection process and selection considerations as provided in the NOFO.

2. How, by whom, and for what purpose is the information used:

The purpose of the collection is to receive information relevant to proposed projects for WCPP grants. FHWA initially requests information from applicants in the form of an application. The grant application will assist in evaluating proposals for funding from eligible applicants for the grant program, to monitor recipients of grant funding, project progress, and to assess project outcomes and permit evaluation of the projects.

Information is collected during the application phase on a voluntary basis and will be collected by FHWA using Grants.gov. All application materials may be found on Grants.gov at <http://www.grants.gov>. Although the information is submitted to FHWA on a voluntary basis during the application phase, applicants must submit the required information described in the NOFO to be eligible for consideration and award under the WCPP.

FHWA anticipates approximately 60 responders. Eligible applicants are State DOTs, Indian tribes, MPOs, units of local government, regional transportation authorities, special purpose districts or public authorities with a transportation function, or FLMA. For the purpose of the grant agreement stage and project management stage, respondents may also include Eligible Partners, which are a metropolitan organization; a unit of local government; a regional transportation authority; a special purpose district or public authority with a transportation function; an Indian Tribe; an FLMA; a foundation, nongovernmental organization, or institution of higher education; or a Federal, Tribal, regional, or State government entity.

FHWA will use the information collected in the application phase to evaluate proposals and determine awards. In addition to required standard forms, information is collected in the form of an application narrative that addresses the required evaluation criteria for the WCPP as described in 23 U.S.C. 171(e). Only eligible applicants who comply with all submission deadlines described in the NOFO notice and electronically submit valid and complete applications through grants.gov are considered for award.

Each applicant selected for WCPP grant funding must submit progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial

transparency in the WCPP. Details including the reporting frequency are noted in the Grant Agreement and General Terms and Conditions.

Much of the information required for the grant agreement and project management stages is produced and collected through the normal grant process and grant management. There is little additional burden from the government information collection compared to the information that grant recipients already provide to compete for an award and properly manage projects. The purpose of the project management information collection is to ensure that the project budget and schedule will be maintained to the maximum extent possible, that the project will be completed with the highest degree of quality, and that compliance with Federal regulations will be met.

3. Extent of automated information collection:

During the application stage, the FHWA will receive applications electronically via Grants.gov upon approval from OMB. To minimize the burden on applicants, OMB-approved standard forms are being used to collect information where possible. Such standard forms include the Application for Federal Assistance (SF-424), available online at https://apply07.grants.gov/apply/forms/sample/SF424_2_1-V2.1.pdf, and the post-award Federal Financial Reports form (SF-425), available online at https://apply07.grants.gov/apply/forms/sample/SF425_2_0-V2.0.pdf. Information provided during the application stage will be used to pre-populate grant agreement and reporting forms where possible.

4. Efforts to identify duplication:

The information collected from grantees is project specific and the information is not available other than from the grantees. The information will be used to monitor projects on a quarterly basis, and to ensure on an annual basis that the project's plan conforms to the project's real operating environment.

5. Efforts to minimize the burden on small businesses:

Grantees such as State DOTs (or equivalent), MPOs, units of local government, regional transportation authorities, special purpose districts or public authorities with a transportation function, Indian Tribes, and a federal land management agency. No grantees are business organizations, small or otherwise.

6. Impact of less frequent collection of information:

If the information requested in the reports is not collected, the FHWA will not be able to evaluate project progress or financial conditions in accordance with 23 U.S.C. 171, section 11101(d)(1) of IIJA and the WCPP NOFO.

7. Special circumstances:

During the negotiation of the grant agreement, FHWA may require the recipient to report additional information to the agency that was not included in the initial application. Otherwise, all information collected is consistent with the guidelines in 5 CFR 1320.6.

8. Compliance with 5 CFR 1320.8:

This Request for Reinstatement of a Previously Approved Information Collection is pursuant to 5 CFR 1320.8.

FHWA published the 60-day Federal Register Notice on August 4, 2025 [90 FR 36517]. In response FHWA received 9 comments from private citizens and two State DOTs. Overall, the comments expressed strong support for the WCPP and implementation of wildlife crossings in general, emphasizing protection of both animals and drivers, reducing collisions, saving lives, and preserving habitat connectivity. Regarding information collection, one of the State DOTs provided the following recommendations for streamlining the reporting process:

- Use electronic technology for submissions and reporting (e.g., online forms, electronic data uploads) to reduce respondent time and paperwork;
- Leverage existing data and studies (use already collected traffic, crash, and wildlife/habitat data) to avoid duplicate reporting and reduce burden on applicants;
- Minimize reporting requirements to the essentials by prioritizing data that directly supports program oversight and outcomes, and eliminate redundant fields or requests; and
- Streamline and standardize reporting templates and procedures so applicants can complete requirements more quickly and consistently.

FHWA is committed to improving safety for the traveling public through the reduction of WVCs. FHWA is open to utilizing technology to the extent possible to reduce the information collection burden for applicants and grantees, allowing for more streamlined information collection and improvements in the project delivery process under the WCPP.

FHWA published the 30-day Federal Register Notice on November 19, 2025 [90 FR 52134] to notify the public this information collection will be submitted to OMB for review.

9. Payments or gifts to respondents:

No payment is made to respondents, other than remuneration to successful WCPP applicants. The remuneration to grantees is in the form of reimbursements up to the amount of the WCPP grant award as negotiated in the signed and executed grant agreement.

10. Assurance of confidentiality:

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 CFR 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

11. Justification for collection of sensitive information:

None of the information is of a sensitive nature.

12. Estimate of burden hours for information requested:

All burden hour estimates are based on an estimated review of all the requirements associated with the WCPP, discussions with appropriate modal staff, and analysis of other DOT and FHWA programs.

We estimate that it takes approximately 40 person-hours to read the NOFO and compile an application package for a WCPP grant. Since FHWA expects to receive 60 applications, the total hours required are estimated to be 2,400 hours (40 hours x 60 applications = 2,400 hours) on a one-time basis, per announcement.

For the grant agreement and project management phases, much of the information is produced and collected through the normal grant process and grant management. We estimate that it will take approximately 2 hours to provide information related to signing grant agreements or letters of no prejudice. Since FHWA expects to award and negotiate 20 grant agreements, the total hours required are estimated to be 40 hours (2 hours x 20 agreements = 40 hours), on a one-time basis, per announcement. For the project management phase, FHWA estimates that it takes approximately 2 person-hours to develop and submit a quarterly project progress report to FHWA for review. FHWA expects to receive 80 quarterly project progress reports per year, i.e., 4 per year for a total of 20 awards. The total hours required are estimated to be 160 (2 hours x 80 reports = 160 hours).

Project Stage	Burden Hours Per Respondent	Number of Respondents	Total Burden Hours
Application	40	60	2400
Grant Agreement	2	20	40
Project Management	2	80	160
TOTAL		160	2600

13. Estimate of total annual costs to respondents:

Although various personnel are involved in the development of an application, grant agreement and project management, the average salary is estimated to be \$63 per hour¹. This is based on the average loaded wage² of a public administration occupational series in the state and local government sector of \$63 (Bureau of Labor Statistics). The total cost is calculated as follows:

Application Stage:

Respondents will review the WCPP NOFO, fill out forms, and provide information as required for the competitive grant program.

Based on the average estimated salary and the hours estimated above, the total cost to the respondents to complete the application stage is computed at \$151,200 (2,400 hours x \$63 = \$151,200).

Grant Agreement Stage:

Information may be requested from grantees to negotiate the grant agreements under which WCPP funds will be distributed or to support letters of no prejudice for eligible activities. Respondents should not need to provide extensive new material, since most required information will be submitted with the grant applications.

Based on the average estimated salary and the hours estimated above, the total cost to the respondents to provide information to complete the grant agreement is computed at \$2,520 (40 hours x \$63 = \$2,520).

¹ U.S. Department of Bureau of Labor Statistics, *Employer Costs for Employee Compensation June 2025*, Accessed October 7, 2025: <https://www.bls.gov/news.release/pdf/ecec.pdf>

² Employer Costs for Employee Compensation

Project Management Stage:

The composition of grant management team members may vary; however, it is anticipated to involve about 160-person hours to track activities and expenditures to complete and submit Quarterly Progress and Monitoring Reports to FHWA as required. Based on the average estimated salary and the hours estimated above, the total cost to the respondents to meet quarterly reporting requirements is computed at \$10,080 (160 hours x \$63 = \$10,080).

The grand total annual cost to respondents for the application, grant agreement, and program management stages is \$163,800 as shown in the table below:

Project Stage	Cost to the Federal Government
Application Stage	\$151,200
Grant Agreement Stage	\$2,520
Project Management Stage	\$10,080
Grand Total	\$163,800

14. Estimate of cost to the Federal government:

The cost is calculated as follows:

Application Stage:

FHWA will review the applications to assess project eligibility and merit and to provide information for the discretionary decision-making process prior to the award of any WCPP grants.

We estimate that the average grade level of the reviewers is GS-13/step 5, paid approximately \$49 per hour base pay without locality pay³. Each project will require approximately 20 person-hours of review as an overall average. Since we expect to evaluate 60 applications, the cost to the federal Government is \$58,800 (20 hours x 60 applications = 1,200 hours x \$49 = \$58,800), per announcement.

Grant Agreement Stage:

Information may be requested from grantees to negotiate the grant agreements under which the WCPP funds will be distributed or letters of no prejudice under which eligible activities will be implemented. FHWA does not expect to request much information from grantees, since most of the information required is expected to be submitted along with the grant applications.

We estimate that the average grade level of the reviewers is GS-14/step 5, paid at \$58 per hour base pay without locality pay⁴. Since FHWA expects to negotiate 20 implementation grant agreements and for one employee to spend about eight hours requesting the information and using it to draft the grant agreements, the cost to the Federal Government is \$9,280 (8 hours x 20 applications = 160 hours x \$58 = \$9,280), per announcement.

Project Management Stage:

³ U.S. Department of Personnel Management. *Salary Table 2025-GS*, Accessed October 7, 2025: https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/25Tables/html/GS_h.aspx

⁴ *Ibid.*

Individuals managing projects throughout FHWA vary from GS-11 to GS-14; however, in looking at the averages, it can take a GS-13/step 5 employee (with an average salary of \$49 per hour) about one hour per report to review a Quarterly Progress and Monitoring Report. There are approximately 20 projects requiring reports annually, and a total of 4 reports per project, or 80 submissions, annually. The cost to the federal Government is \$3,920 (1 hour x 80 submissions = 80 hours x \$49 = \$3,920), annually.

The grand total annual cost to the Federal Government for the application, grant negotiation, program management and evaluation stage is \$72,000 as shown in the table below:

Project Stages	Cost to the Federal Government
Application Stage	\$58,800
Grant Agreement Stage	\$9,280
Project Management Stage	\$3,920
The Grand Total	\$72,000

15. Explanation of program changes or adjustments:

The purpose of this request is to approve collection of information related to the application and implementation of the WCPP for FY26. Based on previous rounds of the WCPP, FHWA expects that the overall burden and costs for both applicants and the U.S. government will be lower than projected than in the last PRA request.

16. Publication of results of data collection:

FHWA is required to provide a report to Congress annually describing the activities under the WCPP 23 U.S.C. 171(h).

17. Approval for not displaying the expiration date of OMB approval:

There is no reason not to display the expiration date of OMB approval.

18. Exceptions to certification statement:

No exceptions are stated.

EXHIBIT A

23 U.S.C. 171. Wildlife crossings pilot program

(a) **FINDING.**—Congress finds that greater adoption of wildlife-vehicle collision safety countermeasures is in the public interest because—

- (1) according to the report of the Federal Highway Administration entitled “Wildlife-Vehicle Collision Reduction Study”, there are more than 1,000,000 wildlife-vehicle collisions every year;
- (2) wildlife-vehicle collisions—
 - (A) present a danger to—
 - (i) human safety; and
 - (ii) wildlife survival; and
 - (B) represent a persistent concern that results in tens of thousands of serious injuries and hundreds of fatalities on the roadways of the United States; and
- (3) the total annual cost associated with wildlife-vehicle collisions has been estimated to be \$8,388,000,000; and
- (4) wildlife-vehicle collisions are a major threat to the survival of species, including birds, reptiles, mammals, and amphibians.

(b) **ESTABLISHMENT.**—The Secretary shall establish a competitive wildlife crossings pilot program (referred to in this section as the “pilot program”) to provide grants for projects that seek to achieve—

- (1) a reduction in the number of wildlife-vehicle collisions; and
- (2) in carrying out the purpose described in paragraph (1), improved habitat connectivity for terrestrial and aquatic species.

(c) **ELIGIBLE ENTITIES.**—An entity eligible to apply for a grant under the pilot program is—

- (1) a State highway agency, or an equivalent of that agency;
- (2) a metropolitan planning organization (as defined in section 134(b));
- (3) a unit of local government;
- (4) a regional transportation authority;
- (5) a special purpose district or public authority with a transportation function, including a port authority;
- (6) an Indian tribe (as defined in section 207(m)(1)), including a Native village and a Native Corporation (as those terms are defined in section 3 of the Alaska Native Claims Settlement Act (43 U.S.C. 1602));
- (7) a Federal land management agency; or
- (8) a group of any of the entities described in paragraphs (1) through (7).

(d) **APPLICATIONS.**—

- (1) **IN GENERAL.**— To be eligible to receive a grant under the pilot program, an eligible entity shall submit to the Secretary an application at such time, in such manner, and containing such information as the Secretary may require.
- (2) **REQUIREMENT.**—If an application under paragraph (1) is submitted by an eligible entity other than an eligible entity described in paragraph (1) or (7) of subsection (c), the application shall include documentation that the State highway agency, or an equivalent of that agency, of the State in which the eligible entity is located was consulted during the development of the application.
- (3) **GUIDANCE.**—To enhance consideration of current and reliable data, eligible entities may obtain guidance from an agency in the State with jurisdiction over fish and wildlife.

(e) CONSIDERATIONS.—In selecting grant recipients under the pilot program, the Secretary shall take into consideration the following:

(1) Primarily, the extent to which the proposed project of an eligible entity is likely to protect motorists and wildlife by reducing the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.

(2) Secondly, the extent to which the proposed project of an eligible entity is likely to accomplish the following:

(A) Leveraging Federal investment by encouraging non-Federal contributions to the project, including projects from public-private partnerships.

(B) Supporting local economic development and improvement of visitation opportunities.

(C) Incorporation of innovative technologies, including advanced design techniques and other strategies to enhance efficiency and effectiveness in reducing wildlife-vehicle collisions and improving habitat connectivity for terrestrial and aquatic species.

(D) Provision of educational and outreach opportunities.

(E) Monitoring and research to evaluate, compare effectiveness of, and identify best practices in, selected projects.

(F) Any other criteria relevant to reducing the number of wildlife-vehicle collisions and improving habitat connectivity for terrestrial and aquatic species, as the Secretary determines to be appropriate, subject to the condition that the implementation of the pilot program shall not be delayed in the absence of action by the Secretary to identify additional criteria under this subparagraph.

(f) USE OF FUNDS.—

(1) IN GENERAL.—

The Secretary shall ensure that a grant received under the pilot program is used for a project to reduce wildlife-vehicle collisions.

(2) GRANT ADMINISTRATION.—

(A) In general.—A grant received under the pilot program shall be administered by—

(i) in the case of a grant to a Federal land management agency or an Indian tribe (as defined in section 207(m)(1), including a Native village and a Native Corporation (as those terms are defined in section 3 of the Alaska Native Claims Settlement Act (43 U.S.C. 1602))), the Federal Highway Administration, through an agreement; and

(ii) in the case of a grant to an eligible entity other than an eligible entity described in clause (i), the State highway agency, or an equivalent of that agency, for the State in which the project is to be carried out.

(B) Partnerships.—

(i) In general.—A grant received under the pilot program may be used to provide funds to eligible partners of the project for which the grant was received described in clause (ii), in accordance with the terms of the project agreement.

(ii) Eligible partners described.—The eligible partners referred to in clause (i) include—

(I) a metropolitan planning organization (as defined in section 134(b));

(II) a unit of local government;

(III) a regional transportation authority;

(IV) a special purpose district or public authority with a transportation function, including a port authority;

(V) an Indian tribe (as defined in section 207(m)(1)), including a Native village and a Native Corporation (as those terms are defined in section 3 of the Alaska Native Claims Settlement Act (43 U.S.C. 1602));
(VI) a Federal land management agency;
(VII) a foundation, nongovernmental organization, or institution of higher education;
(VIII) a Federal, Tribal, regional, or State government entity; and
(IX) a group of any of the entities described in subclauses (I) through (VIII).

(3) COMPLIANCE.—

An eligible entity that receives a grant under the pilot program and enters into a partnership described in paragraph (2) shall establish measures to verify that an eligible partner that receives funds from the grant complies with the conditions of the pilot program in using those funds.

(g) REQUIREMENT.—

The Secretary shall ensure that not less than 60 percent of the amounts made available for grants under the pilot program each fiscal year are for projects located in rural areas.

(h) ANNUAL REPORT TO CONGRESS.—

(1) IN GENERAL.—

Not later than December 31 of each calendar year, the Secretary shall submit to Congress, and make publicly available, a report describing the activities under the pilot program for the fiscal year that ends during that calendar year.

(2) CONTENTS.—The report under paragraph (1) shall include—

- (A) a detailed description of the activities carried out under the pilot program;
- (B) an evaluation of the effectiveness of the pilot program in meeting the purposes described in subsection (b); and
- (C) policy recommendations to improve the effectiveness of the pilot program.

(i) TREATMENT OF PROJECTS.—

Notwithstanding any other provision of law, a project assisted under this section shall be treated as a project on a Federal-aid highway under this chapter.

(Added Pub. L. 117–58, div. A, title I, § 11123(b)(1), Nov. 15, 2021, 135 Stat. 499.)

Section 11101(d)(1) of the Infrastructure Investment and Jobs Act

(d) PILOT PROGRAMS.—The following amounts are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account):

(1) WILDLIFE CROSSINGS PILOT PROGRAM.—For the wildlife crossings pilot program under section 171 of title 23, United States Code—

- (A) \$60,000,000 for fiscal year 2022;
- (B) \$65,000,000 for fiscal year 2023;
- (C) \$70,000,000 for fiscal year 2024;
- (D) \$75,000,000 for fiscal year 2025; and
- (E) \$80,000,000 for fiscal year 2026.

