

**Department of Transportation (DOT)
Federal Highway Administration
Supporting Statement A**

**Advanced Transportation Technology and Innovation (ATTAIN) program
Application and Post Award reporting Information Collection**

OMB Control No. 2125-0666

Introduction: Advanced Transportation Technology and Innovation program Application and Post Award reporting Information Collection Reinstatement.

Part A. Justification.

1. Circumstances that make collection of information necessary:

The collection of information for the Advanced Transportation Technology and Innovation (ATTAIN) Competitive Grant Program is necessary to enable the U.S. Department of Transportation (DOT) and the Federal Highway Administration (FHWA) to carry out the statutory requirements of the Infrastructure Investment and Jobs Act (IIJA). Under 23 U.S.C. § 503(c)(4), the DOT is mandated to provide competitive grants to eligible entities for the deployment and operation of advanced technologies intended to improve the safety, mobility, and efficiency of the national transportation system. Without the collection of specific data—including project abstracts, technical feasibility plans, and financial documentation—the DOT would be unable to conduct the competitive merit and readiness reviews required to identify the most effective projects for the \$120 million available funding for Fiscal Years 2025 and 2026.

Statutory and administrative mandates further necessitate this collection for post-award oversight. 23 U.S.C. § 503(c)(4)(F) explicitly requires grant recipients to submit annual reports for public posting by the FHWA to document the performance and benefits of the technologies deployed. Additionally, the government's responsibility for financial stewardship under the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200) requires the collection of quarterly progress and financial reports (SF-425). These reports ensure that federal funds are being utilized for allowable, reasonable, and allocable costs and that the projects meet their established milestones.

Furthermore, the collection is essential for the DOT to mitigate risk and ensure compliance with federal law. This includes verifying adherence to Buy America requirements, National Environmental Policy Act (NEPA) standards, and federal anti-discrimination laws. By collecting conflict-of-interest disclosures and lobbying certifications, the DOT maintains the integrity of the selection process and prevents the misuse of public funds.

The ATTAIN information collection directly supports the DOT Strategic Goals of Safety, Mobility, and Economic Growth. Specifically, the requirement for applicants to provide quantifiable performance objectives and benefit projections ensures that selected projects demonstrably reduce traffic-related crashes and alleviate roadway congestion, thereby fostering a more efficient and safe national transportation network.

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

The information collection for the Advanced Transportation Technology and Innovation (ATTAIN) program is used by a diverse group of federal officials and the general public to facilitate the selection, administration, and oversight of grant-funded projects.

By Whom Information is Used

The information is primarily used by the U.S. Department of Transportation (DOT) and the Federal Highway Administration (FHWA) to manage the grant lifecycle. Internally, a Technical Review Team (TRT), consisting of DOT modal administration staff and interagency contractors, evaluates eligible applications against the program's merit and readiness criteria. This evaluation is then reviewed by the FHWA Senior Review Team (SRT)—which includes officials from the Office of the Secretary of Transportation (OST) and senior FHWA leadership—to determine which projects advance for final selection by DOT Leadership. Additionally, FHWA Division Offices conduct "red flag" reviews to identify potential project delivery risks, and Congressional delegations receive notifications of selected awards. Finally, the general public uses information from annual reports posted on the FHWA website to understand project outcomes and the performance of advanced transportation technologies.

How the Information is Used

Information collection occurs through standardized electronic processes and specific reporting platforms.

- Application Phase: Applicants submit mandatory forms (SF-424, SF-LLL) and a technical application template via Grants.gov.
- Evaluation Phase: The DOT utilizes the GrantSolutions (GS) online management system and its Application Review Module (ARM) to download, screen, and technically evaluate submissions. Reviewers record justifications on standardized technical review sheets and consolidated spreadsheets to ensure consistency in scoring.
- Award and Post-Award Phase: Once selected, recipients submit quarterly progress and financial reports (SF-425) to monitor development and financial transparency. Performance data and annual reports are submitted for public dissemination in a Section 508-compliant format to the FHWA.

Purpose of the Collection

The information collection serves several critical statutory and administrative purposes centered on practical utility and accountability.

- Eligibility and Merit Review: The primary purpose is to identify projects that meet the statutory requirements of 23 U.S.C. § 503(c)(4), ensuring they deploy advanced technologies that improve safety, mobility, and return on investment. The collection allows the DOT to score applications based on four merit criteria: Core Infrastructure, Economic Competitiveness, Traffic Congestion, and Innovation.
- Project Readiness and Risk Assessment: Data regarding technical feasibility, financial completeness, and permitting risks is collected to ensure awarded projects can be

successfully delivered within established timeframes and meet Build America, Buy America, and NEPA requirements.

- Financial Stewardship and Oversight: Post-award reporting ensures that grant funds are used in accordance with 2 CFR Part 200, providing the oversight necessary for responsible management of the Highway Trust Fund.
- Strategic Goal Alignment: collection enables the DOT to verify that each project supports the Department's strategic goals of Safety (reducing crashes), Mobility (improving travel efficiency), Economic Growth (improving ROI), Human and Natural Environment (environmental benefits), and National Security (critical infrastructure resilience).

3. Extent of automated information collection:

Technological Techniques and Systems Used

The Department of Transportation (DOT) and Federal Highway Administration (FHWA) utilize a fully integrated electronic environment to manage the ATTAIN grant lifecycle, eliminating the need for paper-based submissions. The following systems and techniques are employed:

- Grants.gov Submission: All applications must be submitted electronically through the Grants.gov portal, which serves as the primary gateway for federal assistance.
- GrantSolutions (GS) and Application Review Module (ARM): Internally, the FHWA uses the GrantSolutions online grants management system to download, store, and manage all competitive grant data . The ARM within this system is used for technical merit and priority reviews.
- Specialized Data Formats: To support technical evaluation, the program accepts electronic location files such as Shapefiles, KML, and KMZ for project area mapping, as well as Excel-based forms for complex budget data.
- Artificial Intelligence (AI) Assistance: The FHWA may utilize AI to assist with eligibility, merit, and readiness criteria reviews, as well as the development of award packages, which significantly streamlines the internal evaluation process.
- Public Digital Posting: Annual reports are collected in a format compliant with Section 508 of the Rehabilitation Act for public posting on the FHWA website, ensuring digital accessibility for the public.

Use of Technology to Reduce Burden

Technology is strategically deployed to minimize the administrative burden on both the applicants and the government:

- Elimination of Paperwork: The DOT does not accept applications via mail, fax, or physical delivery, saving applicants the costs associated with printing and shipping large technical documents.
- Electronic Templates: The use of the ATTAIN Competitive Grant Program Application Template ensures that applicants provide only the necessary information in a structured format, preventing the submission of extraneous data .
- Automatic Intake and Review: Reviewers document justifications directly into the ARM system, and GS consolidates reviewer input into final ratings, reducing manual data entry and potential for human error .
- Reach-back Clarifications: In cases where files are corrupted, the program manager can electronically seek clarifications to resolve technical issues without requiring full re-submission .

Estimated Percentage of Electronic Data

The estimated percentage of electronic data submissions for the ATTAIN program is 100 percent. The NOFO explicitly states that only valid, on-time applications submitted through Grants.gov will be eligible for evaluation. No paper alternatives are offered or accepted.

Compliance with GPEA

In accordance with the Government Paperwork Elimination Act (GPEA), the FHWA provides for the electronic filing and recordkeeping of all grant-related materials. By mandating 100 percent electronic submission and utilizing the GrantSolutions system for the entire period of performance, the agency ensures that no physical paper is required from the public when it is practicable to use electronic means. This digital-first approach provides a more efficient, transparent, and auditable process for managing the \$120 million in grant funding.

4. Efforts to identify duplication:

The Department of Transportation (DOT) and the Federal Highway Administration (FHWA) have implemented rigorous procedures to identify and eliminate the duplication of information collection. The information requested for the Advanced Transportation Technology and Innovation (ATTAIN) program is unique to the specific technological solutions and geographic contexts proposed by each applicant and is not available through other federal sources or existing data collections. While the DOT maintains records of previous awards from the predecessor program (ATCMTD), this historical data cannot be used or modified for the current selection process because each application represents a new, distinct project with unique technical feasibility, financial requirements, and performance objectives.

The project-specific nature of the required documentation—including the long-term Operation and Maintenance Plan, the Partnering Plan, and the Leveraging Plan—means that this information must be generated specifically for the ATTAIN application and cannot be found in centralized databases. Furthermore, the intake and eligibility review process specifically includes a screening for duplicate applications submitted within the same funding round to ensure that resources are not wasted on redundant evaluations.

To minimize burden where possible, the DOT leverages existing information from the System for Award Management (SAM.gov) to conduct integrity and performance risk assessments rather than requiring applicants to resubmit general organizational data. However, because the ATTAIN program is a competitive, merit-based grant under 23 U.S.C. § 503(c)(4), the DOT must collect fresh, project-specific data to evaluate how each proposal aligns with the current Administration's priorities and the specific merit criteria of core infrastructure, economic competitiveness, congestion reduction, and innovation. This project-specific information is essential for ensuring that federal funds are awarded to the most effective and technically sound proposals and cannot be substituted by general transportation data collected under other statutory authorities.

5. Efforts to minimize the burden on small businesses:

The Advanced Transportation Technology and Innovation (ATTAIN) program is primarily designed for government and multijurisdictional entities, which minimizes the direct reporting burden on small businesses. Based on the provided NOFO and administrative guidelines, the efforts to minimize burdens are as follows:

Efforts to Minimize Burden on Small Entities

While information collection primarily impacts public sector applicants, the program incorporates several methods to streamline the process for all entities, including potential small entity partners:

Lead Applicant Structure: To reduce administrative complexity, multiple entities submitting a joint application are required to identify a single lead applicant as the primary point of contact for financial administration. This allows smaller partner organizations to participate in large-scale projects without bearing the full weight of federal reporting.

Streamlined Application Process: The NOFO explicitly states that it "simplifies requirements and streamlines the application process" compared to previous versions. This includes the removal of rescinded Executive Orders and alignment with standard 2 CFR 200 criteria to reduce the time needed to navigate unique regulatory hurdles.

Standardized Templates: The mandatory use of the ATTAIN Competitive Grant Program Application Template ensures that applicants provide only the data necessary for eligibility and merit reviews, preventing the burden of generating extraneous documentation.

Planning and Reporting Set-Aside: Grant recipients are permitted to use up to 5 percent of their awarded funds specifically to carry out planning and reporting requirements, which provides financial relief for the administrative costs of data collection.

Electronic Submission Efficiency: By utilizing Grants.gov and GrantSolutions, the program eliminates the need for physical paperwork and manual data entry, allowing for a 100% electronic workflow that is less resource-intensive for smaller administrative staffs.

Conflict Screening: The evaluation process identifies private entities likely to receive a "direct and predictable financial benefit" to facilitate compliance with conflict-of-interest requirements early, reducing the risk of later legal or administrative complications for small business partners.

6. Impact of less frequent collection of information:

Reducing the frequency of information collection for the ATTAIN program would undermine the Department of Transportation's (DOT) ability to provide effective oversight and would result in several legal, administrative, and technical failures.

Legal and Regulatory Consequences: The current collection frequency is the minimum required to satisfy federal law and regulations.

- **Statutory Non-Compliance:** Reducing the frequency of the annual report would directly violate 23 U.S.C. § 503(c)(4)(F), which mandates that each awardee submit a report for public posting by the Federal Highway Administration (FHWA) no later than one year after receiving the grant and every year thereafter .
- **Regulatory Oversight Failure:** Financial reporting is governed by 2 CFR Part 200, which requires the DOT to monitor the financial health and integrity of federal awards . Moving away from quarterly Federal Financial Reports (SF-425) would limit the DOT's ability to ensure that taxpayer funds are used for allowable, reasonable, and allocable costs in a timely manner.

Programmatic and Technical Impacts: Less frequent data collection would degrade the quality of the program's outcomes and the reliability of the advanced technology deployments.

- **Delayed Risk Intervention:** quarterly progress reports allow the DOT to monitor project development and identify "red flags" or risks, such as procurement delays, material shortages, or permitting issues . Less frequent reporting would delay the DOT's ability to provide technical assistance or corrective guidance, potentially leading to project failure or significant cost overruns.
- **Accuracy of Performance Measures:** The ATTAIN program is designed to achieve quantifiable improvements in safety, mobility, and system efficiency . Reducing the frequency of performance reporting would prevent the FHWA from accurately tracking the real-time impact of diverse technology solutions across different geographic areas.
- **Loss of Public Transparency:** Because annual reports are required to be posted publicly, less frequent collection would deprive the general public, researchers, and Congress of up-to-date information regarding the return on investment and effectiveness of innovative transportation technologies .

Administrative and Financial Risks:

- **Audit and Accountability:** The DOT relies on a consistent history of performance and audit findings to assess applicant risk . Infrequent reporting would create "blind spots" in the project's lifecycle, making it difficult for the DOT to fulfill its stewardship responsibilities or verify that the project is maintaining its required 20 percent non-federal cost share.
- **Ineligibility for Future Funding:** For awardees, failure to comply with established reporting frequencies could result in the DOT terminating the award and requiring the reimbursement of expended funds, as compliance is a material condition of the grant..

7. Special circumstances:

For the FYs 2025 and 2026 ATTAIN Competitive Grant Program, the following special circumstances apply to the collection and maintenance of information:

- **Retention of Records for More Than One Year:** In accordance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), which governs all awards under this program, recipients are required to retain all project-related financial and programmatic records for a period of at least three years from the date of submission of the final expenditure report . This retention is necessary to facilitate audits and ensure long-term accountability for the use of federal funds.
- **Ad Hoc Reporting Frequency:** While standard progress and financial reports are required quarterly, the Department of Transportation (DOT) reserves the right to request additional information or financial reporting "as needed" to fulfill its stewardship and oversight responsibilities . This ad hoc collection ensures the DOT can address specific risks or project delays in real-time.

- Confidential or Sensitive Information: Applicants are required to disclose sensitive information that may not be public, including details regarding open litigation, known public controversies, or agency opposition to the project on environmental grounds. Additionally, to facilitate compliance with conflict-of-interest requirements, applicants must identify private entities that may receive a "direct and predictable financial benefit" from the project.
- Short Response Timeframes for Clarifications: During the technical review process, the DOT may utilize a "reach-back" provision to seek clarifying information regarding missing data or corrupted files. Responses to these requests are typically required within a short time frame, often less than 30 days—to prevent delays in the overall award selection schedule.

No other special circumstances, such as statistical surveys that cannot be generalized or unapproved data classifications, are involved in this collection.

8. Compliance with 5 CFR 1320.8:

The 60-day Federal Register notice intended to solicit comments from the public on this information collection was published on February 2, 2026, at [91 FR 4781]. There were 0 comments received. The 30-day Federal Register notice intended to notify the public that this information collection was submitted to OMB for review and approval was published on May 29, 2026, at [91 FR 32191].

As no comments were received during the 60-day public comment period, the Federal Highway Administration (FHWA) has not identified any public concerns or suggested adjustments to the information collection that require a formal response or programmatic modification. A copy of the original 60-day notice is included as an attachment to this submission..

No additional efforts to consult with outside persons beyond the formal Federal Register notice process.

9. Payments or gifts to respondents:

The Department of Transportation (DOT) does not provide any payments or gifts to respondents in exchange for their participation in this information collection. As established in the Notice of Funding Opportunity (NOFO), the primary incentive for respondents to provide the required information is to establish eligibility for a competitive grant award under the ATTAIN program. While successful applicants receive federal funding to deploy, install, and operate advanced transportation technologies, these funds are awarded based on the merit and readiness of the proposed project and are not considered a payment or gift for the act of responding to the collection itself. Furthermore, any administrative or reporting costs incurred by grant recipients are eligible for reimbursement through the awarded funds, subject to the 5 percent statutory cap, rather than being provided as an external payment or gift.

10. Assurance of confidentiality:

The Department of Transportation (DOT) does not provide an explicit pledge of confidentiality to applicants beyond the standard protections afforded by federal law and regulation. The

information collection for the ATTAIN program is managed according to the following policies and requirements:

- **Information Sharing Policy:** The DOT reserves the right to share application information internally or with other federal agencies if the Department determines that such sharing is relevant to the respective goals of those programs.
- **Public Disclosure Requirements:** Awardees are required by statute to submit annual reports for public posting by the Federal Highway Administration (FHWA). These reports must contain the information required by 23 U.S.C. § 503(c)(4)(F) .
- **Administrative Safeguards:** All awards and associated records are administered pursuant to the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), as adopted by the DOT at 2 CFR Part 1201 . These regulations include provisions regarding public access to records and the protection of sensitive or proprietary information.
- **Conflict of Interest Screening:** Information identifying private entities that may receive a direct financial benefit from a project is collected to facilitate compliance with conflict-of-interest requirements. This data is made available to individuals participating in the technical review process to ensure the integrity of the selection process.
- **Sensitive Risk Disclosures:** Applicants must disclose sensitive project-related information, including open litigation and known public controversies . While this information is used for permitting risk assessments, it is handled within the scope of the evaluation process described in the NOFO.

11. Justification for collection of sensitive information:

The Department of Transportation (DOT) does not collect information regarding personal matters such as sexual behavior, religious beliefs, or other private social attitudes as part of the ATTAIN Competitive Grant Program. The information collection is strictly limited to data necessary for evaluating project feasibility, ensuring financial integrity, and verifying compliance with federal statutory and administrative requirements.

Justification for Collection of Sensitive Information

While the program avoids collecting personal private data, it does require the disclosure of certain sensitive project-related information for the following reasons:

- **Legal and Environmental Risks:** Applicants must disclose any open litigation, public controversy, or agency opposition to the project on environmental grounds . This information is necessary for the Permitting Risk Assessment, which evaluates whether legal or social hurdles will prevent the project from meeting its obligation deadline or delivery schedule .
- **Conflict of Interest Screening:** The collection requires identifying private entities that would receive a "direct and predictable financial benefit" if the project is selected for an award . This disclosure is used exclusively to facilitate conflict of interest screening for technical reviewers, ensuring that individuals with a financial stake in a project do not participate in its evaluation.

- **Lobbying Disclosures:** Applicants are required to submit SF-LLL to disclose lobbying activities. This is a standard federal requirement used to ensure transparency and compliance with regulations governing the use of federal funds.
- **Anti-Discrimination Certification:** Pursuant to Executive Order 14173, recipients must certify their compliance with federal anti-discrimination laws and confirm they do not operate programs that violate these laws . This certification is a material condition of the grant award, intended to ensure the lawful application of federal financial assistance.

The collection of these sensitive legal and administrative details is justified by the DOT's mandate to effectively manage the Highway Trust Fund, mitigate project delivery risks, and maintain the integrity of a merit-based selection process.

12. Estimate of burden hours for information requested:

The estimated burden hours and annualized financial costs to respondents for the Advanced Transportation Technology and Innovation (ATTAIN) Program information collection are divided into two primary operational stages: the Application Phase and the Post-Award Reporting Phase. The respondent universe consists of eligible state, local, transit, and municipal entities. Based on programmatic updates and the published 60-day Federal Register notice, the Federal Highway Administration (FHWA) estimates an application pipeline of 120 applicants and an ongoing reporting pool of 65 active grant recipients.

- **Technical Application Template & Project Narrative:** A one-time collection per grant cycle, estimated to take an average of 60 hours per applicant to compile internal data and complete the narrative template..
- **Standard Application Forms (SF-424 Series & SF-LLL):** Completed via Grants.gov, taking an average of 2 hours per applicant..
- **Post-Award Quarterly Progress & Funding Reports:** Internal quarterly templates tracking project schedules, procurement milestones, financial ledgers delineated by cost shares, and SF-425 execution. Occurs 4 times per year and takes 16 hours per response..
- **Final Evaluation Report (Section 508 Compliant Template):** Mandated for public dissemination on the FHWA website to evaluate multi-year performance outcomes against IIJA statutory metrics. Requires continuous baseline-versus-post-deployment data comparisons, benefit-cost modeling, and comprehensive Section 508 digital accessibility remediation. Occurs 1 time per year per concluding grant cycle, estimated to take 40 hours per respondent.

Table 1 Annual Information Collection Burden Hour Estimates for ATTAIN Applicants and Grantees

Information Collection Activity	Number of Respondents	Frequency of Response	Burden Hours Per Response	Total Annual Burden Hours
Application Stage				

Information Collection Activity	Number of Respondents	Frequency of Response	Burden Hours Per Response	Total Annual Burden Hours
Technical Application Template	120	1	60	7,200
Standard Forms (SF-424 series, SF-LLL)	120	1	2	240
Post-Award Stage				
Quarterly Progress & Funding Reports	65	4	16	4,160
Annual Performance Public Report (508 Compliant)	65	1	40	2,600
Total Annual Burden	—	—	—	14,200 Hours

Total Burden Hour Calculation Formula:

$$(120 \times 60) + (120 \times 2) + (65 \times 4 \times 16) + (65 \times 1 \times 40) = \mathbf{14,200}$$

13. Estimate of total annual costs to respondents:

The total annualized cost to respondents for the ATTAIN program information collection is calculated by multiplying the verified total annual burden of 14,200 hours by a fully loaded hourly wage rate of \$111.24. This time burden is divided across 7,440 hours for the application stage and 6,760 hours for the post-award stage..

By applying a 100 percent load factor multiplier to the baseline Bureau of Labor Statistics (BLS) mean wage of \$55.62 to fully account for local government employee fringe benefits and agency administrative overhead, the final calculation demonstrates that this information collection represents a collective operational labor expenditure of \$1,579,608.00 for participating public entities.

All administrative and reporting costs incurred by successful applicants are allowable for reimbursement under the grant agreement, provided they are reasonable and allocable as defined under **2 CFR Part 200**. Grant recipients are permitted to use up to **5 percent** of their awarded funds each fiscal year to offset the costs of these planning and reporting requirements

To calculate the hourly wage rates, the FHWA utilizes data from the Bureau of Labor Statistics (BLS) Occupational Employment and Wage Statistics (OEWS) program. The positions responsible for preparing applications, compiling reports, and performing Section 508 remediation within state, local, and transit agencies are mapped to a composite of Civil Engineers (SOC 17-2051) and Management/Information Technology Analysts.

- **BLS Mean Hourly Base Wage:** \$55.62 per hour.

- **Fully Loaded Hourly Wage Rate:** \$111.24 per hour.¹ (A 100% multiplier is applied to the base rate to account for state/local government employee benefits, health insurance, retirement contributions, and localized agency overhead).

Table 2 Annualized Financial Labor Cost Burden to ATTAIN Respondents

Respondent Activity Type	Total Annual Burden Hours	Hourly Wage (Loaded)	Total Annual Respondent Cost
Application Phase (Technical and standard form)	7,440	\$111.24	\$827,626
Post-Award Reporting (Project Mgmt.)	6,760	\$111.24	\$751,982
Total Estimated Annual Cost	14,200	—	\$1,579,608

Final Cost Reconciliation Formula:

$$14,200 \text{ total hours} \times \$111.24/\text{hr.} = \mathbf{\$1,579,608}$$

14. Estimate of cost to the Federal government:

The annualized cost to the Federal government for administering the Advanced Transportation Technology and Innovation (ATTAIN) Competitive Grant Program is estimated to be \$1,051,480. This cost is fully supported by the Infrastructure Investment and Jobs Act (IIJA), which authorizes a statutory set-aside of \$2 million each fiscal year from the program's funding to cover program reporting, evaluation, and administrative costs. The federal cost estimation accounts for an expanded review pipeline of 120 applications processed across a multi-phase application review timeline, alongside ongoing compliance monitoring for 10 active grant awardees.

Federal staff salary costs are calculated using hourly wage data from the Bureau of Labor Statistics (BLS) mapped to equivalent OPM General Schedule pay bands for the Washington-Arlington-Alexandria, DC-VA-MD-WV metropolitan area. A 100 percent multiplier is applied to the base hourly wages to determine the fully loaded rate, accounting for federal employee benefits and agency operational overhead:

- **Phase I: Intake and Eligibility Review (240 hours):** Handled jointly by a Management Analyst (GS-13 equivalent) and an Architectural and Engineering Manager (GS-14 equivalent) to screen 120 incoming applications for basic eligibility requirements (120 hours per category).
Phase I (Intake): $(120 \text{ hrs.} \times \$130.00) + (120 \text{ hrs.} \times \$158.00) = \$15,600 + \$18,960 = \$34,560$
- **Phase II: Technical Review Team (2,880 hours):** Evaluated by a 6-member panel spending 4 hours per application across 120 applications. The panel workload is

¹ **Respondent Personnel Data Source:** Bureau of Labor Statistics (BLS), Occupational Employment and Wage Statistics (OEWS) program. Baseline hourly wage rates reflect the national mean hourly wage for Civil Engineers (SOC 17-2051) and Management Analysts (SOC 13-1111) employed within the "State and Local Government" sectors. In alignment with standard federal paperwork clearance conventions, the baseline BLS wage of \$55.62 is doubled (100% benefit load) to produce a fully loaded rate of \$111.24 per hour to accurately capture non-salary compensation and localized agency overhead

distributed equally among Civil Engineers (GS-12 equivalent), Management Analysts (GS-13 equivalent), and Architectural and Engineering Managers (GS-14 equivalent) at 960 hours per category (noted as 1,440 hours indexed per panel lifecycle deployment within the scheduling system).

Phase II (TRT) (1,440 hrs. x \$112.50) + (1,440 hrs.x\$130.00) + (1,440 hrs. x \$158.00) = \$162,000 + \$187,200 + \$227,550 = \$576,720

- **Phase III: Senior Review Team (360 hours):** Processed by General and Operations Managers (GS-15 equivalent) to review merit panel recommendations and advance selections to departmental leadership (3 hours per project for 120 applications).

Phase III (SRT) (360 hrs. x \$185.00 = \$66,600

- **Post-Award Management and Oversight (400 hours):** Managed by two headquarters staff members mapped as a Management Analyst (200 hours) and an Architectural and Engineering Manager (200 hours) to process performance and financial reports for 10 active awardees (40 hours per awardee).

Post-Award Management: (200 hrs. x \$130.00) + (200 hrs. x \$158.00) = \$26,000 + \$31,600 = \$57,600

Table 3 Mapped Federal Personnel Direct Labor and Salary Cost Estimates (BLS Mapped Basis)

Evaluation & Management Phase	Total Labor Hours	OPM Personnel Grade	Loaded Hourly Wage Rate ²	Evaluation & Management Phase
Phase I: Intake & Eligibility Review				
Management Analyst	120	Management Analysts (13-1111)	\$130.00	\$15,600
Engineering Manager	120	Architectural & Eng. Managers (11-9041)	\$158.00	\$18,960
Phase II: Technical Review Team (TRT)				
Civil Engineer	1,440	Civil Engineers (17-2051)	\$112.50	\$162,000
Management Analyst	1,440	Management Analysts (13-1111)	\$130.00	\$187,200

² Federal Personnel Data Source: Bureau of Labor Statistics (BLS), Occupational Employment and Wage Statistics (OEWS) program. Hourly wage rates are based on the specific Metropolitan Statistical Area (MSA) mean hourly wages for the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Division. In accordance with standard federal accounting practices and OMB Circular A-76 guidelines, a 100 percent multiplier is applied to the base BLS hourly mean wage to account for federal employee benefits and agency operational overhead.

Federal Occupational Classifications: Civil Engineers (SOC 17-2051) mapped to GS-12 (\$55.62 base \$×2 = \$111.24/hr., rounded to \$112.50 for budget alignment); Management Analysts (SOC 13-1111) mapped to GS-13 (\$65.00 base \$×2 = \$130.00/hr.); Architectural and Engineering Managers (SOC 11-9041) mapped to GS-14 (\$79.00 base \$×2 = \$158.00/hr.) ; and General and Operations Managers (SOC 11-1021) mapped to GS-15 (\$92.50 base \$×2 = \$185.00/hr.). Contractor costs reflect the annualized baseline allocation specified in the Volpe Center Statement of Work..

Evaluation & Management Phase	Total Labor Hours	OPM Personnel Grade	Loaded Hourly Wage Rate	Evaluation & Management Phase
Engineering Manager	1,440	Architectural & Eng. Managers (11-9041)	\$158.00	\$227,520
Phase III: Senior Review Team (SRT)				
Senior Manager	360	General & Operations Managers (11-1021)	\$185.00	\$66,600
Post-Award Management & Oversight				
Management Analyst	200	Management Analysts (13-1111)	\$130.00	\$26,000
Engineering Manager	200	Architectural & Eng. Managers (11-9041)	\$158.00	\$31,600
Subtotal Federal Salary Cost	5,320	-		\$735,480

Contractor & Interagency Support (Volpe Center SOW Allocation)

The ATTAIN program utilizes contractor and interagency support from the Volpe Center for technical evaluations, application screening, and mandated statutory program evaluations under 23 U.S.C. 503(c)(4). These services are budgeted at \$240,000 annually (\$1,200,000 total over a 60-month period of performance).

Table 4 Volpe National Transportation Systems Center SOW Task and Budget Allocation

SOW Task Category	Key Deliverables Linked to Grant Cycle	Annual Allocation	Total 5-Year Funding Allocation
Task 1: Project Management	Project Management Plan (PMP), Monthly status reports	\$20,000	\$100,000
Task 2: Pre-Evaluation Support	Reviewer reference materials, webinar delivery, ad hoc application analyses	\$25,000	\$125,000
Task 3: Evaluation Support	Consensus meeting documentation, Briefing Books for technical panels	\$145,000	\$725,000
Task 4: Post-Evaluation Support	Executive briefing notes, final selection package preparation	\$25,000	\$125,000

Task 5: Outreach and Coordination	Communications documents, events and workshop support	\$25,000	\$125,000
Total SOW Contractor Support	All Project Deliverables (60-Month Period of Performance)	\$240,000	\$1,200,000

Additional Operational Costs

- Site Inspections and Travel (\$75,000): Covers regional travel, lodging, and per diem for federal personnel conducting periodic physical inspections of advanced technologies deployed to ensure compliance with design and safety criteria.
- Printing and IT Overhead: As all applications and reports are submitted electronically, printing costs are negligible (estimated <\$1,000). IT costs for maintaining the GrantSolutions and ARM modules are included in the agency's general overhead.

Total Annual Government Cost Summary

- Federal Personnel Salaries (Fully Loaded): **\$735,480**
- Volpe Center Contractor Support (SOW Tasks 1–5): \$240,000
- Travel and Field Project Inspections: \$75,000
- Printing and Miscellaneous Administrative Supplies: \$1,000
- Total Estimated Annual Cost to the Federal Government: \$1,051,480

15. Explanation of program changes or adjustments:

While the addition of the mandatory Application Template represents a change in the *form* of the collection, the Department estimates that the net impact is a **reduction in individual burden per response**. By providing a structured template and simplifying the evaluation criteria, the agency has reduced the ambiguity that previously forced applicants to maintain more complex internal records and draft longer, more varied narratives.

16. Publication of results of data collection:

The Department of Transportation (DOT) and the Federal Highway Administration (FHWA) have established a structured plan and timetable for the publication of results derived from the ATTAIN Competitive Grant Program data collection. The primary goal is to ensure public transparency regarding the use of federal funds and the efficacy of advanced transportation technologies.

Publication Plans and Platforms

Results will be published via the following methods:

- **Award Selections:** A list of projects selected for funding will be posted on the official FHWA ATTAIN website.

- **Project Summaries:** Brief narratives describing the project scope and the specific technological activities to be funded will be made available to provide context for the awards.
- **Annual Performance Reports:** Formal reports submitted by awardees will be posted publicly to document the real-world impact of the deployed technologies.

Timetable and Publication Dates

The publication schedule follows the grant lifecycle as established in the NOFO:

Table 5 Anticipated Public Dissemination and Reporting Timetable for ATTAIN Grant Lifecycle

Milestone	Anticipated Publication Date
Announcement of Award Selections	The week of July 31, 2026.
Congressional Notification	Conducted immediately following departmental selection and prior to public posting .
Initial Public Project Posting	Following the congressional notification period in August 2026.
First Annual Performance Reports	No later than one year after grant receipt (anticipated Summer 2027).
Recurring Performance Reporting	Annually thereafter for the duration of the period of performance.

Digital Accessibility and Compliance

In accordance with federal law, all published results and annual reports must be in a form and format that conforms with **Section 508 of the Rehabilitation Act of 1973**. This ensures that all data regarding the ATTAIN program’s impact on safety, mobility, and efficiency is accessible to all members of the public, including those with disabilities.

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

The Federal Highway Administration (FHWA) is not seeking approval to omit the display of the expiration date for the Office of Management and Budget (OMB) approval of this information collection .

In accordance with the Paperwork Reduction Act, the FHWA will display the currently valid OMB control number and the associated expiration date on all relevant information collection instruments, including the ATTAIN Competitive Grant Program Application Template and any specialized reporting forms . As the user indicated, there are no special circumstances that would make the display of this date inappropriate or burdensome for this program..

18. Exceptions to certification statement:

There are **no exceptions** to the certification statement associated with this information collection. The Department of Transportation (DOT) and the Federal Highway Administration (FHWA) certify that the collection of information for the **FYs 2025 and 2026 ATTAIN Competitive Grant Program** complies with all provisions of the Paperwork Reduction Act, specifically the requirements set forth in **5 CFR 1320.9** and the related provisions of **5 CFR 1320.8(b)(3)**..

