

Department of Transportation (DOT)

Federal Highway Administration (FHWA)

The Supporting Statement A

FY24 through FY26 Competitive Highway Bridge Program

OMB Control No. 2125-0696

Introduction:

The Federal Highway Administration (FHWA) is making this information collection request to facilitate delivery of the Fiscal Year (FY) 2024, 2025, and 2026 Competitive Highway Bridge Program (CHBP). CHBP provides funding for bundled bridge replacement and rehabilitation projects. CHBP funding amounts are \$250, \$157.8, and \$350 million in FY24, FY25, and FY26 respectively. Requirements are authorized in division F, section 126 of the Consolidated Appropriations Act, 2024, (Public Law 118-42), in the Full-Year Continuing Appropriations and Extensions Act of 2025 (Public Law 119-4), and in the Consolidated Appropriations Act, 2026. This is a currently approved collection seeking revision approval that will request project applications that FHWA will use to make determinations on FY24 and FY25 grants for up to eighteen eligible State Departments of Transportation, and on FY26 grants for up to twenty eligible State Departments of Transportation.

Part A. Justification.

1. Circumstances that make collection of information necessary:

The Consolidated Appropriations Act, 2024, division F, section 126, the Full-Year Continuing Appropriations and Extensions Act of 2025, and the Consolidated Appropriations Act, 2026, provide funding in the amount of \$250, \$157.8 million, and \$350 million in FY24, FY25, and FY26 that may be awarded by FHWA for CHBP grants. CHBP supports multiple priorities and strategic goals of the U.S. Department of Transportation. The bridge projects will improve state of good repair, safety, and mobility by replacing and rehabilitating bridges that require condition improvement and that have substandard attributes that affect safety and/or mobility, e.g., substandard load capacity, geometry, or hydraulics.

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

The information will be used by FHWA to review and evaluate applications from as many as 18 eligible State Departments of Transportation (State DOT) for FY24 and FY25 applications, and as many as 20 eligible State DOTs for FY26 applications. FHWA requires this information to confirm that legal eligibility requirements are met and to identify projects that best support the priorities and goals of the CHBP and U.S. Department of Transportation. Information on eligibility will substantiate that the proposed projects will be administered by an eligible applicant, including bridges that are in the National Bridge Inventory, are for replacement and rehabilitation, and include a bundle of two or more bridges. Information on alignment with priorities and goals will

address how the proposed projects contribute to merit criteria within the areas of State of Good Repair, Safety and Mobility, and Innovation. Information will also substantiate that the proposed projects will proceed to construction before the fund obligation deadline and that the cost sharing responsibilities of the project sponsors can be fulfilled.

3. Extent of automated information collection:

To expedite the application process and eliminate paperwork, applicants are encouraged to submit all information in electronic form through the Grants.gov web site (<http://www.grants.gov>). An application by paper will be accepted. The application instructions will explain in detail the application format and content and place limits on the number of pages to constrain burden. The format and content instructions will comply with 2 CFR part 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards).

4. Efforts to identify duplication:

This is an annual currently approved grant program. Similar information has not been collected. The application instructions will allow for the submittal of an abbreviated application when an eligible applicant wishes to submit an application that was previously submitted to the Bridge Investment Program. That capability will apply when the project was not awarded funds from the Bridge Investment Program. The Bridge Investment Program is an ongoing multi-year grant program administered by FHWA.

5. Efforts to minimize the burden on small businesses:

This information collection will not burden small businesses. Applications will be completed by State DOTs.

6. Impact of less frequent collection of information:

Less frequent collection of information would prevent applications from being reviewed and hinder effective project oversight from FHWA.

7. Special circumstances:

None of these special circumstances apply to this collection.

8. Compliance with 5 CFR 1320.8:

FHWA published the 60-day notice to the Federal Register on October 25, 2024, at [89 FR 85282], soliciting comments from the public on this information collection. There were no comments received.

FHWA published the 30-day notice to the Federal Register on August 14, 2025, at [90 FR 39261], notifying the public of submission of this information collection to OMB.

9. Payments or gifts to respondents:

There will not be any stipends or gifts made to the State DOTs for their applications.

10. Assurance of confidentiality:

The application instructions explain that any information that is publicly released will exclude the names and resumes of key contacts. If the application contains confidential business information, e.g., information that the applicant considers to be a trade secret or confidential commercial or financial information, it must be provided in a separate document marked as confidential. This information, if determined to be confidential, will be exempted from Freedom of Information Act disclosure.

11. Justification for collection of sensitive information:

No personal or private information will be requested.

12. Estimate of burden hours for information requested:

The information request includes application preparation, grant funding agreement preparation, and periodic reporting.

For application preparation, a maximum of 18 to 20 eligible State DOTs will submit applications. It is estimated that a total of 46 applications will be submitted (26 for FY24 and FY25, 20 for FY26). The estimated burden for preparation is 100 hours per application. Total estimated burden is 4,600 hours (100 hours x 46 applications).

Application Preparation				
Respondent	Frequency of Responses	No. of Applications	Hours Per Application	Total Burden Hours
State DOTs	Initial collection	46	100	4,600

For funding agreement preparation, it is estimated that each awarded grant will require 40 hours of coordination with FHWA to prepare the agreement and satisfy requirements for obligation of funds. It is estimated that there will be 26 awarded grants (14 for FY24 and FY25, 12 for FY26). Total estimated burden is 1,040 hours (40 hours x 26 grants).

Funding Agreement Preparation				
Respondent	Frequency of Responses	No. of Agreements	Hours Per Agreement	Total Burden Hours
State DOTs	Initial collection	26	40	1,040

For periodic reporting, each awarded grant will require biannual project monitoring reporting that discloses performance indicator values and financial expenditures. Reporting will occur for an estimated 2.5 years on average with two reports each year or five total reports for each grant awarded. It is estimated that each report will require 2.5 hours, or 12.5 hours total for five reports. Total estimated burden is 325 hours, 12.5 hours for each of 26 grants.

Reporting					
Respondent	Frequency of Responses	No. of Reports	Hours Per Report	Hours Per Awarded Grant	Total Burden Hours
State DOTs	Biannual	6	2.5	12.5	325

Total estimated burden for application preparation, grant funding agreement preparation, and periodic reporting is 5,965 hours (4,600 + 1,040 + 325).

Total Burden				
Respondent	Application Preparation Hours	Funding Agreement Preparation Hours	Reporting Hours	Total Burden Hours
State DOTs	4,600	1,040	325	5,965

Total labor cost for application preparation, grant funding agreement preparation, and periodic reporting is estimated as \$334,815 (5,965 hours x \$56.13¹).

Total Labor Cost			
Respondent	Total Burden Hours	Mean Wage Rate	Total Labor Cost
State DOTs	5,965	\$56.13	\$334,815

13. Estimate of total annual costs to respondents:

Respondents will not incur an annual cost beyond the annual burden hours described in question 12. There are no start-up or maintenance costs associated with this information collection.

14. Estimate of cost to the Federal government:

¹ U.S. Bureau of Labor Statistics occupational employment and wage statistics <https://data.bls.gov/oes/#/industry/000000>. May 2024 national mean hourly wage rate for occupation class Engineers (17-2000) that is cross-industry and includes private, federal, state, and local government is \$56.13.

FHWA Headquarters will incur costs for program management, application review, project award, and project monitoring. FHWA Division Offices will incur costs for project award and monitoring.

Headquarters program management is estimated to incur 750 hours. Headquarters application review is estimated to incur 10 hours per application for 460 hours total assuming 46 applications. Headquarters project award and monitoring is estimated to incur 50 hours per project for 1,300 hours total assuming 26 awards. FHWA Division Office project award and monitoring is estimated to incur 50 hours per project for 1,300 hours total assuming 26 awards.

Labor Group	No. of Hours	Hourly Rate ²	Cost
Grade 14 FHWA HQ Staff	750	\$105.98	\$79,485
Grade 13 FHWA HQ Staff	1,760	\$89.68	\$157,837
Grade 13 FHWA Division Office Staff	1,300	\$78.62	\$102,206
Total	3,810		\$339,528

15. Explanation of program changes or adjustments:

These program changes are due to the criteria being revised and additional application requirements, which increase the burden hours.

16. Publication of results of data collection:

The awarded grants will be listed on FHWA's website: <https://www.fhwa.dot.gov/bridge/bripro.cfm>

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

None.

18. Exceptions to certification statement:

None.

² OPM hourly rates https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2024/DCB_h.pdf. Assume step 5 within each grade. Headquarters rates include locality pay for Washington D.C. Division Office rate includes locality pay for rest of U.S. A multiplier of 1.4 is applied to the OPM rates to account for total compensation.