



U.S. Department of Transportation

Federal Highway Administration

Notice of Funding Opportunity

Number 693JJ324NF00005

“Advanced Transportation Technologies and
Innovative Mobility Deployment (ATTIMD) Program”

also known as

“Advanced Transportation Technology and Innovation (ATTAIN) Program”

Issue Date: November 20, 2023

Application Due Date: February 02, 2024

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The Federal Highway Administration (FHWA) is using www.Grants.gov for issuance of this Notice of Funding Opportunity (NOFO). Applicants must register at Grants.gov under the NOFO number to receive notifications of updates/amendments to this NOFO. It is the applicant’s responsibility to monitor the Grants.gov site for any updates/amendments to this NOFO.

This notice contains collection-of-information requirements subject to the Paperwork Reduction Act. This information collection has been approved by the Office of Management and Budget (OMB) under 2125-0666. The use of Standard Forms 424, 424A, 424B, and SF-LLL has been approved by OMB under 2105-0520. Notwithstanding any other provision of law, no person is required to respond to, nor shall any person be subject to a penalty for failure to comply with, a collection of information subject to the Paperwork Reduction Act, unless that collection displays a currently valid OMB control number.

Summary Information

Funding Opportunity Summary:	<p>Up to \$120 million, \$60 million for each of Fiscal Years 2023 and 2024, in Federal funding to provide grants to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.</p>
Federal Agency Name:	<p>U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) Office of Operations 1200 New Jersey Avenue, SE Mail Drop: E86-205 Washington, DC 20590 Attn: Jim Garling</p>
Funding Opportunity Title:	<p>Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program</p> <p>also known as</p> <p>Advanced Transportation Technology and Innovation (ATTAIN) Program</p>
Announcement Type:	<p>This is the second notice for the ATTAIN Program. Note: The FHWA previously issued six NOFOs for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant Program before the program was amended and renamed to the Advanced Transportation Technologies and Innovative Mobility Deployment Program by Section 13006 of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)).</p>
Funding Opportunity Number:	<p>693JJ324NF00005</p>
Type of Award:	<p>Cooperative Agreements or Allocations to State departments of transportation</p>
Assistance Listing Number:	<p>20.200 Highway Research & Development</p>

Application Due Date:	Submission Deadline: Applications Due by date February 02, 2024 at 11:59 PM Eastern Time through www.Grants.gov
Questions:	Submit Questions to: ATTAIN@dot.gov

Funding Opportunity Informational Webinar

The Federal Highway Administration (FHWA) will host an Informational Session regarding this funding opportunity focused on the ATTAIN Program. This session will be conducted as a virtual forum and will focus on specific topics to help potential applicants gather additional information and ask specific questions.

Participation in this session is not mandatory to submit an application under this NOFO. However, we encourage potential applicants to take advantage of this opportunity to gather information regarding this specific funding opportunity.

INFORMATIONAL SESSION: ATTAIN PROGRAM

SESSION: Virtual Webcast: Background and Application Information for the ATTAIN Program

DATE: TBD

TIME: 1:00 pm Eastern Time

INFORMATION AND REGISTRATION: To Be Determined

Note: The FHWA will also consider conducting additional virtual and/or in-person workshops regarding the ATTAIN Program funding opportunity.

FOR FURTHER INFORMATION CONTACT:

For further information concerning this notice, please contact the ATTAIN Program staff via email at ATTAIN@dot.gov.

A Telephone Device for the Deaf (TDD) is available for individuals who are deaf or hard of hearing at 202-366-3993.

In addition, FHWA will post answers to questions and requests for clarifications on [Grants.gov](https://www.grants.gov). To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact FHWA directly, rather than through intermediaries or third parties, with questions.

Substantive Changes from Fiscal Year 2022 ATTAIN NOFO

Note: Applicants are responsible for familiarizing themselves with the entire NOFO. This page is only guidance to identify significant changes and does not identify all changes.

This NOFO is for both Fiscal Years (FY) 2023 and 2024.

The Program Vision, Program Goals, and Administration's Priorities on page 11 have been revised from the 2022 NOFO.

The table identifying which technologies, ATTAIN Program goals, the Administration's Priorities, and DOT Focus Areas are addressed, as applicable, in the application, beginning on page 25, has been revised from the 2022 NOFO.

Additional Selection Considerations, beginning on page 40, have been added since the 2022 NOFO.

SECTION A – PROGRAM DESCRIPTION

The Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD), established in Section 503(c)(4) of Title 23, United States Code (U.S.C.), also known as the Advanced Transportation Technology and Innovation (ATTAIN) Program, directs FHWA to award grants to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. The FHWA intends for these technology deployments to demonstrate how emerging transportation technologies, data, and their applications can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. This also includes efforts to increase connectivity to employment, education, services, and other opportunities; support workforce development; or contribute to increased mobility, particularly for persons with visible and hidden disabilities and elderly individuals. The Assistance Listing Number for this opportunity is 20.200 – Highway Research and Development.

NOTE: The program referenced above for this funding opportunity will hereinafter be referred to as “ATTAIN” for the remainder of this document.

1. Statement of Purpose

The FHWA hereby requests applications to result in awards to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. These model deployments are expected to provide benefits in the form of:

- reduced traffic-related fatalities and injuries;
 - reduced traffic congestion and improved travel time reliability;
 - reduced transportation-related emissions;
 - optimized multimodal system performance;
 - improved access to transportation alternatives, including for underserved populations;
 - improved integration of payment systems;
 - public access to real-time integrated traffic, transit, and multimodal transportation information to make informed travel decisions;
 - cost savings to transportation agencies, businesses, and the traveling public; or
 - other benefits to transportation users and the general public.
- (23 U.S.C. § 503(c)(4))

This competitive ATTAIN Program will promote the use of innovative transportation solutions. The deployment of these technologies will provide Congress and FHWA with valuable real-life data and feedback to inform future decision-making.

2. Legislative Authority

Specific statutory authority for conducting this effort is found in 23 U.S.C. § 503(c)(4), which authorizes the Secretary of Transportation to “...provide grants to eligible entities to deploy,

install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.”

Per 23 U.S.C. §503(c)(4)(I)(i), funding for this effort is expected to be made available from amounts authorized under 23 U.S.C. §§ 512 through 518, as well as § 503(b), and § 503(c). The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021) amended 23 U.S.C. 503(c)(4), creating the ATTAIN Program.

The authority to enter into an assistance agreement for this effort is found under 23 U.S.C. §502 - Surface Transportation Research, Development, and Technology, paragraphs (a)(1) and (b)(3)(C), which state:

(a) Basic Principles Governing Research and Technology Investments.-

(1) Applicability.-The research, development, and technology provisions of this section shall apply throughout this chapter.

(b) General Authority.—

(3) cooperation, grants, and contracts. — The Secretary may carry out research, development, and technology transfer activities related to transportation—

(A) independently;

(B) in cooperation with other Federal departments, agencies, and instrumentalities and Federal laboratories; or

(C) by making grants to or entering into contracts and cooperative agreements with one or more of the following: the National Academy of Sciences, the American Association of State Highway and Transportation Officials, any Federal laboratory, Federal Agency, State agency, authority, association, institution, for-profit or nonprofit corporation, organization, foreign country, or any other person.

3. Background

Projects funded under this program will deploy advanced transportation and congestion management technologies, which could include:

- i. **Advanced traveler information systems** – Systems that provide real-time, predicted, and individualized information about travel choices based on data from sensors (traffic, weather), mobile sources (personal portable devices, connected vehicles), and other information systems (e.g., public transportation, shared-use mobility, traffic incident management, construction, parking, congestion pricing/tolls or other costs) to allow travelers, service providers, and shippers to make informed decisions regarding destinations, when to travel, routes, or modes. This information should be accessible to all users;
- ii. **Advanced transportation management technologies** – Technologies that assist transportation system operators in managing and controlling the performance of their systems to provide optimal services or respond to dynamic conditions, including inter-jurisdictional and intermodal coordination; technologies may include traffic signal equipment, advanced data collection and processing (from sensors, connected vehicles,

- and other mobile sources, other information systems), dynamic lane controls/configurations, transportation systems management and operations (TSMO), and cooperative transportation management algorithms including pricing strategies across jurisdictions/agencies/facilities/modes;
- iii. **Advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities** – Technologies and systems that assist transportation system operators, emergency management agencies, and public safety agencies in the facilitation of evacuation (including contraflow and emergency shoulder use), post-incident re-entry, or other emergency response activities (including search and rescue activities and delivering life-saving or life-sustaining commodities) to respond to an incident that occurs with or without advance notice; technologies and systems may include closed-circuit television and other video surveillance, traffic counters, remote sensing and detection devices, mobile communication units, permanent or portable changeable message signs, ramp gates, third party traffic data, real-time traveler information systems, and highway advisory radio;
 - iv. **Infrastructure maintenance, monitoring, and condition assessment** – Technologies and systems that monitor the behavior or assess the condition of transportation infrastructure (e.g., asset management) to allow agencies to better manage their transportation assets through optimizing resource allocation, preventative maintenance processes, and responses to critical conditions;
 - v. **Advanced public transportation systems** – Technologies that assist public transportation system operators or other shared mobility entities in managing and optimizing the provision of public transportation and mobility services; technologies may include remote fleet monitoring systems, coordinated communication systems, algorithms, and applications to enable better transit connections for users, advanced data collection and processing (from sensors, mobile/connected sources, other information systems) to provide dynamic, responsive transit services, and communication and data systems that enable shared mobility services;
 - vi. **Transportation system performance data collection, analysis, and dissemination systems** – Technologies and systems that actively monitor the performance of and interactions between transportation systems and permit agencies and other interested entities to conduct analyses and research and explore innovative, value-added products and services;
 - vii. **Advanced safety systems, including vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology** – Deployment of technology-based safety systems such as described at Safer Car (<http://www.safercar.gov/>) or at the Intelligent Transportation Systems (ITS) Program <https://www.its.dot.gov/index.htm>, or other applicable safety technologies;
 - viii. **Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems** – Technologies that link information from ITS and other transportation systems with information from the Smart Grid and other energy distribution and charging systems to provide users with better information related to opportunities for recharging electric vehicles, and to provide energy distribution agencies with better information related to potential transportation-user demand;

- ix. **Integrated corridor management systems** – Integrated Corridor Management (ICM) is the coordination of individual transportation network partners (stakeholders) and the coordinated operation of their supportive facilities across all local, county, regional, and State agencies, such that “the whole” creates a unified, interconnected, and multimodal response during severe, prolonged, or exceptional atypical events that shut down trunk freeways or require a holistic regional response. Through an ICM approach, transportation agencies manage the corridor as a multimodal system and make operational and safety decisions for the benefit of the corridor as a whole facility. The FHWA is interested in increasing the deployment of ICM;
- x. **Advanced parking reservation or variable pricing systems** – Technologies and systems designed to significantly reduce search time and cruising for parking for either personal vehicles or for trucks, including using pricing to manage and shift parking demand for personal vehicles to reflect the available supply of both parking and roadway capacity, and technologies and systems designed to guide truck or other drivers directly to available parking;
- xi. **Electronic pricing, toll collection, and payment systems** – Technologies that permit users to electronically conduct financial transactions for mobility services across jurisdictions and agencies, such as unified fare collection, payment, and tolling systems across transportation modes;
- xii. **Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing** – High Occupancy Toll lanes and cordon pricing are both types of congestion pricing. Congestion Pricing involves the imposition of fees or tolls that vary based on the level of demand for travel on a highway facility, geographic area, or parking facilities. The fees may vary according to a fixed schedule or in real-time based on actual travel conditions. While pricing generates revenue, this strategy has a primary focus on managing congestion, environmental impacts, and other external costs. The FHWA is seeking innovative and accurate methods of informing, monitoring, and applying any or all of these tenets;
- xiii. **Integration of transportation service payment systems** – Technologies and processes for facilitating transactions and payment across multimodal and/or multiagency transportation organizations. Integration of payment systems across municipalities and regions can facilitate seamless travel across a variety of modes, improving mobility and convenience, and creating mutually beneficial relationships between modes that improve overall system performance and flexibility. Open, account-based architectures are being implemented that make it easier for these payment methods to be adapted to meet differing local needs, built around coordination and collaboration among various entities – from mobility service providers to payment processors to technology suppliers;
- xiv. **Advanced mobility access and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and disabled individuals** – Technologies, applications, and information systems that leverage data and communications systems to allow public agencies and human service organizations to provide improved demand-responsive, coordinated, or seamless mobility services to at-risk users such as the elderly, disabled, or other individuals that require transportation assistance. Also of interest are dynamic ridesharing and other shared-use mobility applications being made available more broadly to the general public with a particular

- emphasis on highly innovative services (measured in improved user/system experience rather than technology for its own sake) or new approaches leading to step-change increases in system performance and/or service scale;
- xv. **Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology** – Subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or
- xvi. **Advanced transportation technologies** – Advanced transportation technologies, in accordance with the research areas described in section 6503 of Title 49¹.

4. Program Vision, Program Goals, the Administration’s Priorities, and DOT Focus Areas

The FHWA recognizes that each location has unique attributes, and each location’s proposed deployment will be tailored to its vision and goals. Applications may be submitted for deploying any eligible technology. However, this section provides a framework for applicants to consider in the development of a proposed deployment by presenting the Program Vision, Program Goals, the Administration’s Priorities, and DOT Focus Areas.

The FHWA’s vision for the ATTAIN Program is the deployment of advanced technologies and related strategies to address issues and challenges in safety, mobility, sustainability, economic vitality, equity, and air quality that are confronted by transportation systems owners and operators. The advanced technologies are integrated into the routine functions of the location or jurisdiction and play a critical role in helping agencies and the public address their challenges. Management systems within transportation and across other sectors (e.g., human services, energy, and logistics) share information and data to communicate between agencies and with the public. These management systems provide benefits by maximizing efficiencies based on the intelligent management of assets and the sharing of information using integrated technology solutions. The advanced technology solutions and the lessons learned from their deployment are used in other locations, scaled in scope and size to increase successful deployments and provide widespread benefits to the public and agencies.

Goals for the ATTAIN Program include:

- Reduction in the number and severity of traffic crashes and an increase in driver, passenger, and pedestrian safety;
- Delivery of economic benefits by reducing delays, improving system performance and throughput, and providing for the safe, efficient and reliable movement of people, goods, and services;
- Demonstration, quantification, and evaluation of the impact of these advanced technologies, strategies, and applications towards improved safety, efficiency, equity, and sustainable movement of people and goods;
- Improve the mobility of people and goods;

1

[https://uscode.house.gov/view.xhtml?req=\(title:49%20section:6503%20edition:prelim\)%20OR%20\(granuleid:USC-prelim-title49-section6503\)&f=treesort&edition=prelim&num=0&jumpTo=true](https://uscode.house.gov/view.xhtml?req=(title:49%20section:6503%20edition:prelim)%20OR%20(granuleid:USC-prelim-title49-section6503)&f=treesort&edition=prelim&num=0&jumpTo=true)

- Improve the durability and extend the life of transportation infrastructure;
- Reduced costs and improved return on investments, including through optimization of existing transportation capacity;
- Protect the environment and deliver environmental benefits that alleviate congestion, reduce transportation-related emissions, and streamline traffic flow;
- Measurement and improvement of the operational performance of the applicable transportation networks;
- Collection, dissemination, and use of real-time traffic-related information including, but not limited to, work zone, weather, transit, paratransit and parking, to improve mobility, reduce congestion, and provide for more efficient and accessible, and integrated transportation services, including access to safe, reliable, and affordable connections to employment, education, healthcare, freight facilities, and other services;
- Facilitate account-based payments for transportation access and services and integrate payment systems across modes;
- Monitoring transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair;
- Accelerated deployment of V2V, V2I, vehicle-to-pedestrian, and technologies associated with automated vehicles and other advanced technologies;
- Integration of advanced technologies into transportation system management and operations;
- Reproducibility of successful systems and services for technology and knowledge transfer to other locations facing similar challenges; and
- Incentivize travelers—
 - (I) to share trips during periods in which travel demand exceeds system capacity; or
 - (II) to shift trips to periods in which travel demand does not exceed system capacity.

Alignment with the Administration’s Priorities:

The FHWA seeks to fund projects under this NOFO that advance the following the Administration’s Priorities, where applicable.

Safety: The DOT is committed to advancing safe, efficient transportation, including in the ATTAIN Program.

The National Roadway Safety Strategy (NRSS), issued January 27, 2022, commits the Department to respond to the current crisis in roadway fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero roadway deaths through a Safe System Approach.² The outcomes that are anticipated from the projects funded by ATTAIN Program should align with the NRSS.

² <https://www.transportation.gov/NRSS>

Climate Change and Sustainability: The Department seeks to fund projects under the ATTAIN Program that reduce greenhouse gas and criteria pollutant emissions in the transportation sector, incorporate evidence-based climate resilience measures and features, reduce the lifecycle greenhouse gas emissions from the project materials, and avoid adverse environmental impacts to air or water quality, wetlands, and endangered species, and address the disproportionate negative environmental impacts of transportation on disadvantaged communities, consistent with Executive Order (E.O.) 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619).

Equity: The Department seeks to award projects under the ATTAIN Program that will create proportional impacts to all populations in a project area, remove transportation related disparities to all populations in a project area, and increase equitable access to project benefits, consistent with E.O. 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009³).

Workforce Development, Job Quality, and Wealth Creation: The Department intends to use the ATTAIN Program to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages, consistent with E.O. 14025, Worker Organizing and Empowerment (86 FR 22829), and E.O. 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335). The Department also intends to use the ATTAIN Program to support wealth creation, consistent with the Department's Equity Action Plan (https://www.transportation.gov/sites/dot.gov/files/2022-04/Equity_Action_Plan.pdf) through the inclusion of local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

Section E of this NOFO, which outlines the FY 2023 and FY 2024 ATTAIN Program awards selection criteria, describes the process for selecting projects that further these goals. Section F.2 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria, and the Administration's Priorities, as appropriate.

DOT Focus Areas:

Although not a requirement, FHWA is particularly interested in deployment programs and projects in the following DOT Focus Areas:

State of Good Repair:

The FHWA will assess whether and to what extent the project (1) is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair, including DOT-required asset management; and (2) addresses current and projected vulnerabilities that, if left

³ <https://www.whitehouse.gov/briefing-room/presidential-actions/2023/04/21/executive-order-on-revitalizing-our-nations-commitment-to-environmental-justice-for-all/>

unimproved, will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth. The FHWA will also consider whether the project includes a plan to maintain the transportation infrastructure built with grant funds in a state of good repair. The FHWA will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, and support commerce and economic growth. Projects that represent routine or deferred maintenance will be less competitive in this criterion.

Integration of Intelligent Transportation Systems with the Smart Grid and other energy distribution and charging systems:

Technologies that link information from ITS and other transportation systems with information from Smart Grid and other energy distribution and charging systems to provide users with better information related to opportunities for recharging personal, commercial, and/or transit electric vehicles and provide energy distribution agencies with better information related to potential transportation-user demand.

Advanced public transportation systems:

Technologies that assist public transportation system operators or other shared mobility entities in managing and optimizing the provision of public transportation and mobility services; technologies may include remote fleet monitoring systems, coordinated communication systems, algorithms, and applications to enable better transit connections for users, advanced data collection and processing (from sensors, mobile/connected sources, other information systems) to provide dynamic, responsive transit services, and communication and data systems that enable shared mobility services.

Efficiency of Freight Movement:

Technologies that improve supply chain efficiency or improve the efficiency of freight movement. For example, a Freight Community System (sometimes called Port Community System) is an electronic platform that connects the multiple systems operated by a variety of organizations that make up a freight transportation community, including seaports, airports, rail yards/inland ports, and distribution centers. It is shared in the sense that it is set up, organized, and used by firms in the same sector – in this case, a freight community – to provide a neutral and open electronic platform enabling an intelligent and secure exchange of information between public and private stakeholders in order to improve the efficiency and competitive position of the ports' community(ies). It optimizes, manages, and automates smooth port and logistics processes through a single submission of data by connecting transport and logistics chains. This focus area is important to FHWA's goal of integrating freight infrastructure within the surface transportation system, particularly maritime ports, while at the same time providing a platform to reduce the impacts of national freight movement on local communities.

Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative:

A strong transportation network is critical to the functioning and growth of the American economy. The Nation's industry depends on the transportation network to move the goods that it produces and facilitate the movements of the workers who are responsible for that production. When the Nation's highways, railways, and ports function well, that infrastructure connects people to jobs, increases the efficiency of delivering goods, and thereby cuts the costs of doing business, reduces the burden of commuting, and improves economic well-being. Rural transportation networks play a vital role in supporting our national economic vitality. Addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure is of critical interest to FHWA, as rural transportation networks face unique challenges in safety, infrastructure condition, and passenger and freight usage. Consistent with the ROUTES Initiative, FHWA will consider how the project will address the challenges faced by rural areas. Example technologies include improved access to transportation services, corridor freight platooning, mobile work zone alerts, improved roadway weather management, improved emergency response services and traffic incident management, curve warning systems, or animal intrusion detection and warning.

Complete Trip Program:

The Complete Trip Program (https://its.dot.gov/factsheets/pdf/ITS4US_Factsheet.pdf) is a FHWA Initiative that explores emerging technologies to enhance travel that includes opportunities for people with mobility challenges by providing travel opportunities that are seamlessly integrated into their daily lives. The lack of transportation options for all travelers, including travelers with disabilities, travelers from rural areas, and lower-income travelers, is a persistent challenge for access to jobs, education, healthcare, and other activities. The Complete Trip Program will: Engage stakeholders to assess the impacts and effectiveness of accessible technologies, define complete trip and what it means and what is missing; advance technological innovation for accessible transportation through foundational research, prototype development, and technology transfer programs; improve transportation systems integration including pedestrian and built environments; coordinate with key partners, within the Federal Government, the research community, stakeholder organizations, and private industry; and, demonstrate, deploy, evaluate and provide guidance for accessible transportation technologies. The FHWA is interested in emerging technologies that support the Complete Trip Program.

Data Availability:

The FHWA encourages applications that include a commitment to make relevant data available to FHWA and the public to further advance the objectives of this program. For example, in addition to providing the report to the Secretary required by 23 U.S.C. 503(c)(4), projects may provide FHWA access to the underlying data used to determine the costs and benefits described in this report.

SECTION B – FEDERAL AWARD INFORMATION

1. Award Amount Available

Up to \$120 million (\$60 million for FY 2023 and \$60 million for FY 2024) is set aside per section 503(c)(4)(I) of Title 23, U.S.C., for the ATTAIN Program to fund grants under this NOFO. The amount of ATTAIN funding available for award and obligation is reduced from the authorized set-aside level based on the imposition of the Federal-aid Highway Program obligation limitation contained in each fiscal year's annual appropriations act. The amount is also subject to a set-aside of up to \$2 million for FHWA administrative expenses each fiscal year. For FY 2023, based on the obligation limitation calculations, the amount available for award is up to \$52,680,000 prior to the administrative expenses set-aside (up to \$50,680,000 with the full administrative expenses set-aside). The amount available for award for FY 2024 will be determined upon enactment of the FY 2024 annual appropriations act.

The FHWA previously issued the FY 2022 NOFO for the ATTAIN Program, as also authorized by Section 13006 of the Infrastructure Investment and Jobs Act (Public Law 117-58, also known as the BIL).

*Please note that FY 2024's funding for this program is subject to availability. The Government's obligation under any resulting award is contingent upon the availability of funding. No legal liability on the part of the Government for any payment may arise until funds are available and obligated to an award. The FHWA is not obligated to make any award because of this notice.

RURAL SET-ASIDE: At least 20 percent of the amounts made available under this opportunity shall be reserved for projects serving rural areas. In this notice, a rural area is an area with a population of less than 50,000 residents according to the 2020 Census population estimates.

2. Award Size

A single recipient may not receive more than \$12 million in Federal funding made available in a single fiscal year (i.e., a maximum of \$12 million from FY 2023 ATTAIN funding & a maximum of \$12 million from FY 2024 ATTAIN funding). Federal funding may not exceed 80 percent of project costs.

The FHWA anticipates making at least 5 but no more than 10 awards of up to \$12 million individually for each FY in which funding is authorized. Since this NOFO combines authorized funding for FY 2023 and FY 2024, FHWA anticipates making at least 10 but no more than 20 awards from this opportunity.

3. Type of Award

The award type is a cost-reimbursement cooperative agreement with cost-sharing. If a recipient will be a State DOT or if a State DOT will serve as a pass-through entity to a non-State DOT

entity, funds will be awarded upon the execution of a project agreement, which is a type of agreement for administration of funds to a State DOT using the DOT Payment System referred to as the Fiscal Management Information System (FMIS). If the recipient is a non-State DOT, funds will be awarded upon the execution of a cooperative agreement with FHWA.

4. Period of Performance

The estimated period of performance is between 2 and 4 years. For the purposes of this program, the period of performance is considered to have begun upon full execution of a cooperative agreement and subsequent obligation of funding and/or provision of an allocation memorandum.

5. Degree of Federal Involvement

The FHWA anticipates substantial Federal involvement with the ATTAIN recipients during these projects. The anticipated Federal involvement will include technical assistance and guidance to the Recipient; participation in status meetings, including a kick-off meeting and project reviews; review and comment on draft documents, as appropriate; performance reporting and financial reporting to ensure that the objectives and the terms and conditions of the agreement are met; and monitoring of performance.

SECTION C – ELIGIBILITY INFORMATION

1. ELIGIBLE APPLICANTS

Eligible applicants are State or local governments, transit agencies, metropolitan planning organizations (MPO), or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions. Partnership with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders, and as discussed in Section D.2 of this NOFO, applicants are required to include a partnership plan in the technical application.

Typically, a consortium is a meaningful arrangement with all members involved in planning the overall direction of the group's activities and participating in most aspects of the group; the consortium is a long-term relationship intended to last the full life of the grant. Any application submitted by a sole research or academic institution that is not part of a consortium will not be considered for selection.

Note: A multijurisdictional group is any combination of State governments, local governments, metropolitan planning agencies, transit agencies, or other political subdivisions of a State for which each member of the group has signed a written agreement to implement the ATTAIN Program across jurisdictional boundaries and is an eligible entity under this paragraph.

2. COST SHARING OR MATCHING

Cost sharing or matching is required under an ATTAIN Program award. The ATTAIN Program award shall not exceed 80 percent of the total cost of the project funded through Section 13006 of the Infrastructure Investment and Jobs Act (Public Law 117-58, also known as the BIL). Hence, this NOFO requires a minimum non-Federal cost share of 20 percent.

Cost sharing or matching means the portion of project costs not paid by Federal funds. For a more complete definition, please see the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards at 2 Code of Federal Regulations (CFR) Part 200, including section 200.306 on Cost Sharing or Matching. Other Federal funds using their appropriate matching share may be leveraged for selected projects but cannot be considered as part of the ATTAIN matching funds unless otherwise supported by statute. The FHWA will not consider costs incurred prior to award or funds expended or encumbered prior to award towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds.

3. OTHER INFORMATION

The ATTAIN recipients may use not more than five percent of the funds awarded each fiscal year to carry out planning and reporting requirements for the project.

The FHWA encourages applicants to identify any project components that have independent utility and separately detail the costs and requested ATTAIN funding for each component in their applications. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses the selection criteria and produces benefits on its own, and describe how the full proposal, of which the independent component is a part, addresses the selection criteria.

SECTION D – APPLICATION AND SUBMISSION INFORMATION

1. ADDRESS TO REQUEST APPLICATION PACKAGE

Applicants may obtain application forms on Grants.gov at <http://www.grants.gov> under the NOFO Number cited herein.

Once at Grants.gov, select the Search Grants tab. Then enter one of the following:

- Opportunity Number: 693JJ324NF00005
- Opportunity Name: Advanced Transportation Technology and Innovation Program
- Assistance Listing Number: 20.200

When at one of these pages, select Opportunity, which will open a page with several tabs. The first tab is a synopsis of the opportunity. Select the Application Package tab to download the forms needed to submit an FY 2023-2024 ATTAIN Program application. The applicant must complete and submit all forms included in the application package for this notice as contained at www.Grants.gov.

Should applicants have any difficulties in accessing any standard forms and require paper copies, please contact one of the individuals by either of the means below:

Primary:

Ryan Buck
Phone: 202-366-4229
Email: Ryan.Buck@dot.gov

Alternate:

Robin Hobbs
Phone: 202-366-4004
Email: Robin.Hobbs@dot.gov

For a Telephone Device for the Deaf (TDD), please call (202) 366-3993.

2. CONTENT AND FORM OF APPLICATION SUBMISSION

Content and Form of Applications

Applicants shall submit an application that includes the following information:

1. Volume 1: Technical Application;
2. Volume 2: Budget Application, including the Standard Form (SF) 424 (Application for Federal Assistance); SF-424A (Budget Information for Non-Construction Projects); and SF-LLL (Disclosure of Lobbying Activities).

A more detailed description of the technical application and budget application submission elements is shown below:

Table D.2 – Application Volumes

Volume	Section	Overall Page Limits
Volume 1. Technical Application	I – Cover Page and Table of Contents	No page limit
	II – Project Narrative	Sections II, III, and IV, total 30-page limit
	III – Management Structure	
	IV – Staffing Description*	
	Appendix – Résumés**	
	Exhibits and attachments in support of Sections II-IV***	
Volume 2. Budget Application	I – Application Standard Forms	Separate files, no page limit
	II – Summary Budget Narrative	One (1) file, no page limit
	III – Cost Share Information (including letters of commitment)	
	IV – Other Federal Funding Received or Requested	
	V – Organizational Information	
<p>*Staffing Description: Section IV Shall not exceed 5 pages.</p> <p>**Key Personnel: Resumes for Key Personnel do NOT count toward the 30-page limitation for Volume 1. Individual resumes shall not exceed 4 pages, and only 5 Key Personnel may be proposed.</p> <p>***Exhibits: Total exhibits and attachments shall not exceed 30 pages.</p>		

Note: Applicants shall provide letters of commitment and/or support in Volume 2.

For the submitted application package, FHWA suggests that pictures, graphics, and other large files be reduced in number and quality to keep the size of the application files manageable and in line with the Grants.gov suggested maximum size of 200 megabytes for the entire grant application package.

The FHWA recommends that applicants use a file naming format of: Applicant_organization-2023 and 2024-ATTAIN-fileID (e.g., Vol-1, Vol-2) where “Applicant_organization” reflects the applicant’s legal name. It is recommended that applicants abbreviate their name for the purposes of this naming convention due to file character limits. If an organization is submitting multiple applications, project names or identifiers may be added to the workspace title in parentheses after the applicant organization. For example, a workspace in Grants.gov may be titled “Applicant_organization (Project 1)-2023 and 2024-ATTAIN.” If necessary, the workspace title can be edited per the instructions on Grants.gov.

The FHWA is committed to considering project funding decisions holistically among the various discretionary grant programs available in BIL. The FHWA also recognizes that applicants may be seeking grant program funding from multiple FHWA grant programs and opportunities. An applicant may seek the same award amounts from multiple FHWA grant program opportunities or seek a combination of funding from multiple FHWA opportunities. In those cases, the applicant must indicate, within the Federal funding description, details as to what other potential FHWA grant programs and opportunities they are currently applying for or intend to apply for and what award amounts they will be seeking. This information will be reviewed by FHWA to ensure that a single project, or its sub-elements, is not awarded Federal funding under multiple FHWA grant programs. The FHWA reserves the right to contact applicants to obtain additional information concerning those scopes of work to discuss any possible or actual overlap in scope.

Sharing of Application Information

The Department may share application information within the Department or with other Federal Agencies if the Department determines that sharing is relevant to the respective program’s objectives.

VOLUME 1 – TECHNICAL APPLICATION

a) Section I – Cover Page and Table of Contents

Cover Page including the following Table:

Table 1. Example of Table of Contents

Project Name	
Eligible Entity Applying to Receive Federal Funding	
Total Project Cost (from all sources)	\$
Advanced Transportation Technology and Innovation Program Request	\$
Are matching funds restricted to a specific project component? If so, which one?	Yes/No
State(s) in which the project is located	
Is the project currently programmed in the: <ul style="list-style-type: none"> • Transportation Improvement Program 	Yes/No – <i>please specify in which plans the project is currently programmed</i>

<ul style="list-style-type: none"> • Statewide Transportation Improvement Program • MPO Long Range Transportation Plan • State Long Range Transportation Plan 	
Technologies Proposed to Be Deployed (briefly list)	
<p>Will the project use connected vehicle technologies? If so, which technologies will be used—for instance, will the project use:</p> <ul style="list-style-type: none"> • DSRC/5.9 GHz spectrum? • Cellular/4G/5G communications? • Another connectivity technology? (please specify - e.g., “Wi-Fi,” “Bluetooth,” “RFID,” etc.) <p>If the connectivity technology has yet to be determined, please specify “TBD.”</p>	Yes/No – <i>please specify which technology(ies) will be used</i>
Will the project use automated driving system technologies?	Yes/No
<p>Rural Considerations:</p> <p>a) Is the project serving a rural area(s)? A rural area is an area with a population of less than 50,000 residents according to the 2020 Census population estimates.</p> <p>b) If yes, how much ATTAIN funding is being requested to be put toward serving the rural area(s)?</p>	<p>Yes/No</p> <p>\$</p>

Include a table of contents for Volume I Technical Application.

b) Section II – Project Narrative

The Project Narrative must include all the necessary information required for FHWA to determine that the project satisfies the ATTAIN Program requirements described in Sections A, B, and C of this NOFO and for FHWA to evaluate the project in relation to the selection criteria specified in Section E.1 of this NOFO. To the extent practicable, applicants should provide data and evidence of project merits in a form that is verifiable or publicly available. The FHWA expects applications to be complete upon submission.

The FHWA recommends that the Project Narrative, at a minimum, provide the information listed below. Include any appropriate exhibits or attachments that will aid in the review and assessment of the application. All exhibits and attachments must clearly identify what technical area of the project narrative the document supports. See Section D.2 for information on the page limit applicable to exhibits and attachments.

1. A short (50-70 words) summary of the proposed project at the beginning of the Project Narrative section and a table or other summary that clearly identifies which of the Program technologies in Section A.3 of this NOFO and Program Goals, the Administration's Priorities, and DOT Focus Areas in Section A.4 of this NOFO will be addressed by the proposed project (see below for an example table format).
2. A description of the geographic area or jurisdiction the deployment will service, including whether or not the area in question is considered rural.
3. A description of the real-world issues and challenges to be addressed by the proposed technology deployments. Applicants should discuss how the proposed technology deployments address the goals of the program and any applicable technology focus area.
4. A discussion of how the proposed project addresses the requirements contained in Section A.4 of this NOFO, including, as applicable, Program Vision, Program Goals, the Administration's Priorities, and DOT Focus Areas.
5. A description of transportation systems and services to be included in the project. Please note operational improvements eligible to receive Federal funding for implementation are defined in 23 U.S.C. 101(a)(19).
6. A deployment plan that includes providing long-term operation and maintenance of advanced transportation and congestion management technologies to achieve implementation goals.
7. A description of any challenges in the regulatory, legislative, or institutional environments or other obstacles to deployment.
8. Quantifiable system performance improvements, such as:
 1. reducing traffic-related crashes, congestion, and costs;
 2. optimizing system efficiency;
 3. improving access to transportation services; and
 4. facilitating payment for transportation services.
9. Quantifiable safety, mobility, and environmental benefit projections, such as data-driven estimates of how the project will improve mobility for people and goods.
10. Vision, goals, and objectives of the applicant for the technology deployment, including any future related deployments; the vision of the organization and goals, objectives, and activities to be pursued in addressing the identified issues and challenges.
11. A plan to leverage and optimize existing local and regional advanced transportation technology investments.
12. A detailed schedule for conducting the technology deployment and for completion of all proposed activities, including achievable timeframes for successful execution of project milestones.
13. Applications should clearly address and explain if the proposed project will or may require exemption from the Federal Motor Vehicle Safety Standards (FMVSS), Federal Motor Carrier Safety Regulations (FMCSR), or any other regulation and, if so, your plan for applying for any necessary exemptions.
14. Applications should clearly address and explain if the proposed project can comply with the Buy America Act.
15. Any support or leveraging of the ITS Program or innovative technology initiatives (The DOT ITS initiatives are described online at <http://www.its.dot.gov>.)

16. A table (or other summary) that clearly identifies which of the technologies in Section A.3 and program goals, DOT Focus Areas in Section A.4 will be implemented and/or addressed by the proposal. **Note:** This table or other summary will not count toward the 30-page limitation for Volume 1 and can be included in the “Exhibits and attachments in support of Sections II-IV.”

The following format may be used to identify the ATTAIN technologies, Program goals, the Administration’s Priorities, and the DOT Focus Areas outlined in Section A that will be implemented or addressed by the application:

Technologies	Implemented/Addressed by Application (Check all that apply)
1. Advanced traveler information systems	
2. Advanced transportation management technologies	
3. Advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities	
4. Infrastructure maintenance, monitoring, and condition assessment	
5. Advanced public transportation systems	
6. Transportation system performance data collection, analysis, and dissemination systems	
7. Advanced safety systems, including V2V and V2I communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology	
8. Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems	
9. Integrated corridor management systems	
10. Advanced parking reservation or variable pricing system or system to assist trucks in locating available truck parking	
11. Electronic pricing, toll collection, and payment systems	
12. Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing	
13. Integration of transportation service payment systems	
14. Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals	
15. Retrofitting DSRC technology deployed as part of an existing pilot program to C-V2X technology, subject to the condition that the retrofitted technology operates only	

within the existing spectrum allocations for connected vehicle systems	
16. Advanced transportation technologies, in accordance with the research areas described in section 6503 of Title 49	
Program Goals	Implemented/Addressed by Application (Check all that apply)
1. Reduction in the number and severity of traffic crashes and an increase in driver, passenger, and pedestrian safety;	
2. Delivery of economic benefits by reducing delays, improving system performance and throughput, and providing for the efficient and reliable movement of people, goods, and services;	
3. Demonstration, quantification, and evaluation of the impact of these advanced technologies, strategies, and applications towards improved safety, efficiency, equity, and sustainable movement of people and goods;	
4. Improvement in the mobility of people and goods;	
5. Improvement in the durability and extension of the life of transportation infrastructure;	
6. Reduced costs and improved return on investments, including through the enhanced use of existing transportation capacity;	
7. Protection of the environment and delivery of environmental benefits that alleviate congestion and streamline traffic flow;	
8. Measurement and improvement of the operational performance of the applicable transportation networks;	
9. Collection, dissemination, and use of real-time transportation-related information including, but not limited to, work zone, weather, transit, and paratransit, to improve mobility, reduce congestion, and provide for more efficient and accessible, and integrated transportation, including access to safe, reliable, and affordable connections to employment, education, healthcare, freight facilities, and other services;	
10. Facilitating account-based payments for transportation access and services and integrating payment systems across modes;	
11. Monitoring transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair;	
12. Accelerated deployment of V2V, V2I, vehicle-to-pedestrian, and technologies associated with automated	

vehicle applications and other advanced technologies;	
13. Integration of advanced technologies into transportation system management and operations;	
14. Reproducibility of successful systems and services for technology and knowledge transfer to other locations facing similar challenges;	
15. Incentivizing travelers— (I) to share trips during periods in which travel demand exceeds system capacity; or (II) to shift trips to periods in which travel demand does not exceed system capacity.	
Administration’s Priorities	Implemented/Addressed by Application (Check all that apply)
1. Safety	
2. Climate Change and Sustainability	
3. Equity	
4. Workforce Development, Job Quality, and Wealth Creation	
DOT Focus Areas	Implemented/Addressed by Application (Check all that apply)
1. State of Good Repair	
2. Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems	
3. Advanced public transportation systems	
4. Freight (or Port) Community Systems	
5. ROUTES Initiative	
6. Complete Trip Program	
7. Data Availability	

In addition, if an applicant is proposing to deploy automated vehicles or other innovative motor vehicle technology, the application should demonstrate how all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA), the Federal Transit Administration (FTA), and the Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable FMVSS and FMCSR. If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them. If an applicant is proposing to deploy automated vehicles or other innovative motor vehicle technology, the application should demonstrate how all vehicles will comply with applicable Buy America

requirements, 23 U.S.C. 313 and 23 CFR 635.410. In addition, the application should describe whether the deployment of automated technologies will affect the transportation workforce and, if so, include measures to mitigate any negative effects. The application should address whether the applicant anticipates that the technologies introduced in the project would affect the number and quality of jobs in the respective agency or organization. If yes, please provide a thorough response of how the technology may impact the quantity and quality of jobs and the applicant's plans to address potential changes. These plans may include collective bargaining agreements, restructuring of jobs, and additional training for the workforce. If no, please explain why it would not affect the number and quality of jobs.

The FHWA is committed to considering project funding decisions holistically among the various discretionary grant programs available in BIL. The FHWA also recognizes that applicants may be seeking grant program funding from multiple FHWA grant programs and opportunities. An applicant may seek the same award amounts from multiple FHWA grant program opportunities or seek a combination of funding from multiple FHWA opportunities. In those cases, the applicant must indicate, within the Federal funding description, details as to what other potential FHWA grant programs and opportunities they are currently applying for or intend to apply for and what award amounts they will be seeking. This information will be reviewed by FHWA to ensure that a single project, or its sub-elements, is not awarded Federal funding under multiple FHWA grant programs. The FHWA reserves the right to contact applicants to obtain additional information concerning those scopes of work to discuss any possible or actual overlap in scope.

c) Section III – Management Structure

The applicant shall provide a description of the proposed management structure that will oversee the implementation of the project and administer the agreement. The applicant shall include the following information:

1. A description of the applicant's organization that will be designated as the recipient entering the agreement (i.e., receiving Federal funding) with FHWA, including:
 - a. If a project is managed by multiple organizations, the other member organizations of any partnership or entity proposed to carry out the deployment; and
 - b. An explanation of how the entity will manage the program, including management of project funding.
2. As appropriate, a plan for partnering with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders.
3. Designation of all proposed subrecipients and their role in delivering the project. See 2 CFR § 200.1 for the definition of a subrecipient and 2 CFR 200.331 and 200.332 for information on the distinction between a subrecipient and a contractor for the purpose of Federal financial assistance.
4. A diagram or chart depicting the organizational structure of the project team. Organizations that are proposed subrecipients or contractors should be clearly identified.

Note: A multijurisdictional entity is any combination of eligible entities in which each member of the group has signed a written agreement to implement the ATTAIN Program across jurisdictional boundaries.

d) Section IV – Staffing Description

Applicants shall provide a staffing description that includes the following information:

1. A description of the organization of staffing to manage and conduct the project, including identification of key personnel across all participating organizations, including their organization, role, and responsibility. Applicants shall describe key personnel’s past or current experience managing federally funded grants. Applicants shall also designate no more than five key personnel. Finally, applicants shall identify the expected level of involvement for each designated key personnel (e.g., percent of work time to be committed to the project during the period of performance) by task or milestone.
2. A primary point of contact (POC) and complete contact information for this individual.

e) Appendix - Résumés for Key Personnel

Résumés: Applicants shall provide résumés for all designated key personnel. See Section D.2 for information on the page limit applicable to résumés.

f) Formatting

The FHWA recommends that Volume 1 be prepared with standard formatting preferences: a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins on 8.5 by 11-inch paper. (Applications may include appropriately sized pages for conveying detailed information important for the technical review, such as maps.) All application pages shall be consecutively numbered.

g) Page Limitations

Section I has no page limit. Sections II through IV shall not exceed 30 pages.

As stated in the description for item 16 under Section II above, the table (or other summary) identifying which of the technologies in Section A.3 and program goals, DOT Focus Areas in Section A.4 will be implemented and/or addressed by the proposal will not count toward the 30-page limitation for Volume 1 and can be included in the “Exhibits and attachments in support of Sections II-IV.”

Section IV Staffing Description shall not exceed 5 pages in length (included in the 30-page limitation). There is no overall page limitation for the Appendix (résumés of key personnel); however, individual resumes shall not exceed four pages in length and shall only contain experience relevant to the subject matter of this NOFO.

Exhibits and attachments shall not exceed 30 pages in length and shall be limited to documents that support the assertions or conclusions made in the 30-page limitation of Sections II through IV.

Material that exceeds the page limits may not be evaluated.

VOLUME 2 – BUDGET APPLICATION

a) Section I – Application Standard Forms (SF)

Volume 2 of the application should be submitted in a PDF format and must include: The SF 424 (Application for Federal Assistance), either SF 424A (Budget Information for Non-Construction Programs), and SF-LLL (Disclosure of Lobbying Activities). Standard Forms are available online at <https://www.grants.gov/forms/forms-repository/sf-424-family>.

On the SF-424, the information in block 8a (Applicant’s “Legal Name”) must be the same as entered for registration in www.SAM.gov and for the applicant’s System for Award Management (SAM) Universal Entity Identifier (UEI) number. The title for an applicant’s workspace on www.Grants.gov is limited to 240 characters and may be different from the SAM UEI.

For non-construction project applications under this NOFO, the breakdown of the applicable sections of SF-424A is:

- **Section A.** Since this is an initial application, only columns (a), (b), (e), (f), and (g) need to be completed. The applicant should enter the proposed project as one program or function; however, as an option, the applicant may subdivide this entry into partial programs (e.g., Phase I and Phase II).
- **Section B** is a summary of the entire project budget across all years.
- **Section C** is the source of the non-Federal matching share.
- **Section D** is the forecasted funding needs for year 1.
- **Section E** is the forecasted funding needs for years 2 and after (i.e., does not include the first year’s funding).

b) Section II – Summary Budget Narrative

The applicant shall provide a summary budget narrative that describes all of the planned project costs (i.e., direct labor, travel, equipment, supplies, contractual, construction, & other) and how these planned costs are connected to the project scope. The summary budget narrative must be sufficiently clear, concise, and detailed to describe how funds will be spent under the project. The applicant shall also provide a summary budget table that provides estimated costs across project components or tasks, and across all years of the project. The summary budget table should represent the total cost of the project, inclusive of both the Federal share and the required matching non-Federal cost share. An example of a summary level budget table is provided below:

Table 2. Example of Summary Budget Table

	Year 1 Costs	Year 2 Costs	Year 3 Costs	Year 4 Costs
Description of Project Component or Task				
Description of Project Component or Task				
Description of Project Component or Task				
Description of Project Component or Task				
Total Federal Share =				
Total Non-Federal Share =				

c) Section III – Cost Share Information

The applicant shall provide evidence that funding has been identified for the project that will cover the 20 percent non-Federal cost-share requirement. The applicant shall include letters of commitment from organizations that will provide a portion of the cost-share and identify the source of those funds (e.g., general treasury funds, revolving loan fund, capital budget, in-kind labor, in-kind equipment, etc.).

Note: The maximum amount of funding requested from the ATTAIN Program cannot exceed 80 percent of the total cost of the activities proposed to be funded. The amount that will be awarded to each successful applicant will depend on the number of awards, any reduction in available ATTAIN Program funds due to the imposition of the Federal-aid highways obligation limitation, and the amount reserved for FHWA administrative expenses. Selection of an application to receive grant funding in one fiscal year is not a commitment to any future funding. Applications will be solicited annually for competitively selecting grant recipients for that funding year.

d) Section IV – Grant Funds, Sources, and Uses of Project Funds

Project budgets should show how different funding sources will share in each activity and present those data in dollars and percentages. The budget should identify other Federal funds the applicant is applying for or has been awarded, if any, that the applicant intends to use. Funding sources should be grouped into three categories: non-Federal, ATTAIN Program, and other Federal, with specific amounts from each funding source.

e) Section V – Organizational Information

Provide the following organizational information:

1. Identify any exceptions to the anticipated award terms and conditions as contained in Section F, Federal Award Administration Information. Identify any preexisting

intellectual property that you anticipate using during award performance and your position on its data rights during and after the award period of performance.

2. The use of a SAM UEI is required on all applications for Federal grants or cooperative agreements. Please provide your organization's SAM UEI number in your budget application.
3. A statement to indicate whether your organization has previously completed an A-133 Single Audit and, if so, the date that the last A-133 Single Audit was completed.
4. A statement regarding conflicts of interest. The applicant must disclose in writing any actual or potential personal or organizational conflict of interest in its application that describes in a concise manner all past, present, or planned organizational, contractual, or other interest(s), which may affect the applicant's ability to perform the proposed project in an impartial and objective manner. Actual or potential conflicts of interest may include but are not limited to any past, present, or planned contractual, financial, or other relationships, obligations, commitments, or responsibilities, which may bias the applicant or affect the applicant's ability to perform the agreement in an impartial and objective manner. The Agreement Officer (AO) will review the statement(s) and may require additional relevant information from the applicant. All such information, and any other relevant information known to FHWA, will be used to determine whether an award to the applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, the AO may (a) disqualify the applicant, or (b) determine that it is otherwise in the best interest of the United States to enter into an agreement with the applicant and include appropriate provisions to mitigate or avoid such conflicts in the agreement pursuant to 2 CFR 200.112.
5. A statement to indicate whether a Federal or State organization has audited or reviewed the applicant's accounting system, purchasing system, and/or property control system. If such systems have been reviewed, provide summary information of the audit/review results to include as applicable summary letter or agreement, date of audit/review, and Federal or State POC for such review.
6. Terminated Contracts - List any contract/agreement that was terminated for the convenience of the Government within the past 3 years and any contract/agreement that was terminated for default within the past 5 years. Briefly explain the circumstances in each instance.
7. The applicant is directed to review 2 CFR Part 170 (<https://www.ecfr.gov/current/title-2/subtitle-A/chapter-I/part-170>) dated September 14, 2010, and Appendix A thereto, and acknowledge in its application that it understands the requirement, has the necessary processes and systems in place, and is prepared to fully comply with the reporting described in the term if it receives funding resulting from this notice. The text of Appendix A will be incorporated in the award document as a General Term and Condition as referenced under this notice's Section F, Federal Award Administration Information.
8. Disclose any violations of Federal criminal law involving fraud, bribery, or gratuity violations. Failure to make required disclosures can result in any of the remedies described in 2 CFR 200.339 titled Remedies for Noncompliance, including suspension or debarment. (See also 2 CFR Part 180 and 31 U.S.C. 6102).

3. UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD

NOTE TO APPLICANTS: The Data Universal Numbering System (DUNS), required for entities doing business with the Federal government, was replaced by the UEI in SAM. Applicants must use their UEI, issued during the SAM.gov registration process, to do business with DOT. If your entity was actively registered, then your UEI was automatically assigned and it is currently viewable in SAM.gov; there is no action for registered entities to take at this time to obtain your SAM UEI. If you are a new entity or your registration has expired, you must register your entity in SAM.gov and you will be assigned a UEI.

Please see <https://www.grants.gov/web/grants/applicants/applicant-faqs.html#UEI> for more information on the transition from DUNS to SAM UEI, including what UEI to enter into the UEI field on grants.gov and on application package forms.

Each applicant is required to:

- a. Have an active registration in SAM.gov at the time the applicant submits an application;
- b. Provide a valid UEI in their application; and
- c. Continue to maintain an active SAM registration with current information at all times during which the applicant has an active. Federal award or an application or plan under consideration by a Federal awarding Agency.

The FHWA may not make a Federal award to an applicant until the applicant has complied with all applicable UEI and SAM requirements. If an applicant has not fully complied with the requirements by the time the Federal awarding Agency is ready to make a Federal award, the Federal awarding Agency may determine that the applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another applicant.

NOTE TO APPLICANTS: The SAM requires the registrant to provide a UEI number to complete the registration. **These processes can take several weeks to complete, so should be started well before the application deadline.**

4. SUBMISSION DATES AND TIMES

- a. Deadlines.

Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Standard Time on February 02, 2024 (the “application deadline”).

Applicants interested in applying are encouraged to email ATTAIN@dot.gov with the applicant's name, the State in which the project is located, the approximate total project cost, amount of the ATTAIN Program funding request. This early notification of an applicant's interest in and intent to submit an application in response to this opportunity is not a requirement for submission of

that application. The FHWA seeks this early notification of interest to inform its allocation of resources for application evaluations and to facilitate timely and efficient awards.

b. Consideration of Applications.

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of deadlines. Applications will not be evaluated, and awards will not be made, until after the application deadline.

c. Late Applications.

A late application will not be reviewed or considered unless the AO determines that doing so is in FHWA's best interest. The FHWA will not consider late applications that are the result of failure to register or comply with *Grants.gov* applicant requirements in a timely manner.

Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties with Grants.gov that are beyond the applicant's control. In those instances, the applicant must contact the Grants.gov help desk prior to the application deadline with the username of the registrant and details of the technical issue experienced.

If applicants are unable to use the system due to unresolved, verifiable technical difficulties prior to the application deadline, applicants must email the FHWA point of contact listed in the NOFO Section G no later than the NOFO application deadline cited herein with an explanation supporting documents regarding the nature of the technical difficulties, and the complete application package that would otherwise have been submitted through grants.gov. If the reported technical issues cannot be validated and verified as being consistent with the circumstances described below, late applications will be rejected as untimely.

Please note, applicants must obtain a Grants.gov Help Desk Tracking Number if they are experiencing technical difficulties.

Before the submission deadline, the applicant must contact the ATTAIN@dot.gov email address and provide the following information:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number;"
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;
- (4) The Authorized Representative's name submitted in the SF-424 (this person may be referred to as the "Authorized Organization Representative" in grants.gov);
- (5) The SAM UEI number associated with the application; and

(6) The Grants.gov Help Desk Tracking Number.

To ensure fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its Website; (3) failure to follow all instructions in this NOFO; and (4) technical issues experienced with the applicant's computer or information technology environment. After DOT reviews all information submitted and contacts the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. The DOT will not accept appeals of DOT's decision to approve or deny a request for a late application. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

5. INTERGOVERNMENTAL REVIEW

An application under this NOFO is not subject to the State review under E.O. 12372.

6. FUNDING RESTRICTIONS

Grant funds may not be used to support or oppose union organizing. In addition, FHWA will not reimburse any pre-award costs or application preparation costs.

7. OTHER SUBMISSION REQUIREMENTS

A. HOW TO REGISTER TO APPLY THROUGH GRANTS.GOV

- i. *Instructions:* Read the instructions below about registering to apply for FHWA funds. Applicants should read the registration instructions carefully and prepare the information requested before beginning the registration process. Reviewing and assembling the required information before beginning the registration process will alleviate last-minute searches for required information.

The registration process can take up to 4 weeks to complete. Therefore, registration should be done in a timely manner to ensure it does not impact your ability to meet required application submission deadlines.

Organization applicants can find complete instructions here:

<https://www.grants.gov/applicants/applicant-registration>

- a) *Obtain a SAM UEI:* All entities applying for funding, including renewal funding, must have a SAM UEI number from SAM.gov. Applicants must enter the SAM UEI number in the data entry field labeled "UEI" on the SF-424 form.

For more detailed instructions for obtaining a SAM UEI, refer to:

<https://www.grants.gov/applicants/applicant-faqs>.

- b) *Register with SAM:* In addition to having a SAM UEI, organizations applying online through Grants.gov must register with SAM. All organizations must register with SAM in order to apply online. Failure to register with SAM will prevent your organization from applying through Grants.gov.

For more detailed instructions for registering with SAM, refer to:
<https://sam.gov/content/entity-registration>.

- c) *Create a Grants.gov Account:* The next step in the registration process is to create an account with Grants.gov. Applicants must know their organization's SAM UEI number to complete this process. Completing this process automatically triggers an email request for applicant roles to the organization's E-Business Point of Contact (EBiz POC) for review. The EBiz POC is a representative from your organization whom is the contact listed for SAM. To apply for grants on behalf of your organization, you will need the Authorized Representative role.

For more detailed instructions about creating a profile on Grants.gov, refer to:
<https://www.grants.gov/applicants/applicant-registration>.

- d) *Authorize Grants.gov Roles:* After creating an account on Grants.gov, the EBiz POC receives an email notifying them of your registration and request for roles. The EBiz POC will then log in to Grants.gov and authorize the appropriate roles, which may include the Authorized Representative role, thereby giving you permission to complete and submit applications on behalf of the organization. You will be able to submit your application online any time after you have been approved as an Authorized Representative.

- e) *Track Role Status:* To track your role request, refer to:
<https://apply07.grants.gov/help/html/help/index.htm?callingApp=custom%22%20%20%22callingApp=custom&t=Applicants%2FManagement%2FManageRolesForApplicant.htm&rhsearch=ebiz%20poc%20delegate%20administrative%20role&ux=search%22%20%20%22rhsearch=manage%20profile&t>LoginAndMyAccount%2FManageProfilesTab.htm&rhhlterm=manage%20profiles%20profile#rhsearch=ebiz%20poc%20delegate%20administrative%20roles&callingApp=custom%22%20%20%2F%2F%2F%20%22callingApp%3Dcustom&t=Applicants%2FManagement%2FManageRolesForApplicant.htm&rhhlterm=ebiz%20poc%20roles%20role>

- ii. *Electronic Signature:* When applications are submitted through Grants.gov, the name of the organization's Authorized Representative that submitted the application is inserted into the signature line of the application, serving as the electronic signature. The EBiz POC **must** authorize individuals who are able to make legally binding commitments on behalf of the organization as an Authorized Representative; **this step is often missed, and it is crucial for valid and timely submissions.**

B. How to Submit an Application to DOT via Grants.gov

Grants.gov applicants can apply online using Workspace. Workspace is a shared, online environment where members of a grant team may simultaneously access and edit different Webforms within an application. For each funding opportunity announcement, applicants can create individual instances of a Workspace.

For access to complete instructions on how to apply for opportunities, refer to:
<https://www.grants.gov/applicants/grant-applications/how-to-apply-for-grants>.

Note: Grants.gov recommends submitting your application package at least 24-48 hours prior to the close date to provide you with time to correct any potential technical issues that may disrupt the application submission.

For additional training resources, including video tutorials, refer to:
<https://www.grants.gov/applicants/applicant-training>.

Applicant Support: Grants.gov provides applicants 24/7 support via the toll-free number 1-800-518-4726 and email at support@grants.gov. For questions related to the specific grant opportunity, contact the number listed in the application package of the grant you are applying for.

If you are experiencing difficulties with your submission, it is best to call the Grants.gov Support Center and get a ticket number. The Support Center ticket number will assist DOT with tracking your issue and understanding background information on the issue.

C. INTENT TO RELEASE APPLICATIONS AND NAMES OF APPLICANT

In order to expand public awareness of ATTAIN Program technologies, concepts, and ideas, FHWA may post publicly or release publicly all Volume 1 Technical Applications after the award.

By submitting an application in response to this NOFO, the applicant provides FHWA permission to:

- Release publicly the names of all applicants after the selection of the ATTAIN Program awardees; and
- Release publicly Volume 1 Technical Application document (without the résumés of key personnel) after the selection of the ATTAIN Program awardees.

Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference

from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following:

- (1) State on the cover of that document that it “Contains Confidential Business Information (CBI)”;
- (2) mark each page that contains confidential information with “CBI”;
- (3) highlight or otherwise denote the confidential content on each page; and
- (4) at the end of the document, explain how disclosure of confidential information would cause substantial competitive harm.

The FHWA will protect confidential information complying with these requirements to the extent required under applicable law. If FHWA receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, FHWA will follow the procedures described in its FOIA regulations at 49 CFR 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

SECTION E – APPLICATION REVIEW INFORMATION

1. CRITERIA

The FHWA will evaluate applications based on the following criteria (technical merit, staffing, and cost), which are of equal importance.

TECHNICAL MERIT:

- Degree that the proposed project aligns with Statement of Purpose in Section A.1 of this notice, the program requirements, the deployment of technologies listed in Background Section A.3 of this notice, and the Program Vision and Program Goals as listed in Section A.4 of this notice.
- Readiness of the proposed technology(ies) to be deployed and the likelihood of success of the applicant to deploy and sustain the proposed technology(ies). This includes whether the applicant has clearly articulated achievable timeframes for completion of its project development, including regulatory requirements such as compliance with the National Environmental Policy Act and other required permitting as applicable, and achievable timeframes for project implementation post award.
- Applications should clearly address and explain if the proposed project will or may require exemption from the FMVSS, FMCSR, or any other regulation and, if so, your plan for applying for any necessary exemptions.
- Applications should clearly address and explain if the proposed project can comply with the Buy America Act.
- Scalability or portability of the proposed technology deployment to other jurisdictions.
- Commitment to evaluate the effectiveness (i.e., cost-benefit or other appropriate metrics of efficacy) of activities proposed.

STAFFING:

- Degree that the application includes a program/project management structure or organization that will successfully oversee the proposed technology deployment.
- Expertise and qualifications of key personnel for managing or conducting appropriate aspects of the proposed technology deployment through the period of performance, as well as the expected level of involvement for each designated Key Personnel (e.g., percent of work time to be committed to the project during the period of performance).

COST:

- Cost will be considered in the award decision. The budget application information will be analyzed to assess that the proposed costs are realistic, reasonable, conform to applicable cost principles, and are commensurate with the applicant's technical application. Applicants must provide the required matching funds and supporting details for these funds, including the applicant's activities to maximize the non-Federal share of the project funding.
- Funding availability will also be considered in the award decision. This evaluation factor will not be rated but will be considered in the award selection.

ADDITIONAL SELECTION CONSIDERATIONS

After completing the merit review, among projects of similar merit, FHWA may prioritize projects that address the Administration's Priorities and DOT Focus Areas, as detailed in Section A.4 of this notice. The FHWA's evaluation of an application's alignment with the Administration's Priorities, as applicable, would be performed as follows:

Safety:

- Provide positive safety benefits for all users.
- Not negatively impact safety for all users.
- Address the shortage of long-term parking for commercial motor vehicles on the National Highway System.
- Promote safety through design and a systems approach.

Climate Change and Sustainability:

- Significantly reduce greenhouse gas emissions in the transportation sector; Such as through utilizing fiscally responsible land use; increasing the use of energy efficient modes of transportation like transit, rail, and active transportation; transitioning to clean vehicles and fuels, including electrification; and/or incorporating carbon-reducing uses of the rights-of-way or other carbon reduction strategies.
- Incorporate evidence-based climate resilience measures or features; Such as using best-available climate data sets, information resources, and decision-support tools (including DOT and other Federal resources) to assess the climate-related vulnerability and risk of the project; developing and deploying resilience solutions to address those risks; incorporating nature-based solutions; constructing or upgrading infrastructure using the Federal Flood Risk Management Standard, consistent with current law; and monitoring the performance of climate resilience measures.

- Reduce the lifecycle greenhouse gas emissions from the project materials; Such as reducing the emissions from the manufacturing, installation, maintenance, and/or disposal of those materials.
- Address the disproportionate negative environmental impacts of transportation on disadvantaged communities; Such as considering the benefits and burdens a project may create and what communities would be most affected;
- Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; Such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity.

Equity:

- Enable all people within the multimodal transportation networks to reach their desired destination safely, affordably, and with a comparable level of efficiency and ease;
- Address disproportional impacts of crashes on underserved communities, including individuals with disabilities;
- Expand access to critical community services such as education and healthcare through public transportation/mass transit services;
- Address the unique challenges rural and Tribal communities face related to mobility and economic development, including isolation, transportation cost burden, and traffic safety (pursuant to DOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative);
- Incorporate and support integrated land use, economic development and transportation planning to improve the movement of people and goods and local fiscal health, facilitate greater public and private investments and strategies in land-use productivity, including rural main street revitalization or increase in the production or preservation of location-efficient housing; or
- Conducted or propose a plan to conduct meaningful public involvement, inclusive of underserved communities throughout the project lifecycle. This can be found at: <https://www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making>.

Workforce Development, Job Quality, and Wealth Creation:

- Include project labor agreements;
- Describe how the project will expand strong labor standards, including not only compliance with prevailing wage requirements but also non-construction labor provisions

that are relevant to the project, such as transit, railroad, and Buy America protections;

- Commit to registered apprenticeship positions and use apprentices on the funded project, sometimes called an apprenticeship utilization requirement (e.g., requiring that a percentage of all labor hours will be performed by registered apprentices);
- Include high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeship;
- Demonstrate clear utilization of local and economic hiring preferences that ensure workers on the project come from economically disadvantaged communities;
- Track and publish aggregate workforce data, including information on demonstrating that employment opportunities are available to historically underserved workers in their communities;
- Identify training programs that are diverse, including pre-apprenticeship and apprenticeship readiness programs, and explain how individuals from these programs are considered for and hired for apprenticeship slots and other jobs on the project;
- Include Local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms;
- Expand access to goods and job opportunities through new or improved freight access; or
- Describe a state/regional/local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and ensure that the plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:
 - Affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law and proactive partnerships with the U.S. Department of Labor's Office of Federal Contract Compliance Programs to promote compliance with the requirements of E.O. 11246, Equal Employment Opportunity;
 - No discrimination in the use of criminal background screens and taking affirmative steps to recruit and include those with prior convictions, in accordance with the Fair Chance Act and equal opportunity requirements;
 - Efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, ability, and national origin;
 - The inclusion of training on anti-harassment and third-party reporting procedures, and robust anti-retaliation measures, covering employees and contractors.

2. REVIEW AND SELECTION PROCESS

The FHWA will utilize a three-phased approach for the review, selection, and award of eligible applications. During Phase I, FHWA will conduct an initial eligibility review. During Phase II, FHWA will use a merit review process to evaluate applications and make selections for an award. In Phase III, FHWA will conduct award discussions with selected applicants to determine the method of the award, clarify and request additional budgetary information, and obtain a project Statement of Work.

a) Phase I – Eligibility Review

Upon receipt of applications resulting from the NOFO, FHWA will review each application for compliance with the NOFO. The FHWA will screen applications received to confirm Applicant Eligibility, Project Eligibility, and compliance with Application & Submission Requirements. An application determined to be ineligible, incomplete, and/or non-compliant with the NOFO application requirements may be removed from the competition and from further consideration for award or continued evaluation. Applications determined to have met the aforementioned eligibility criteria will then be forwarded to the cognizant panel members, as detailed below for Phase II.

b) Phase II – Application Review and Selection

The FHWA will review all eligible applications. The ATTAIN process consists of a technical evaluation phase and senior review. In the technical evaluation phase, teams of technical experts from a cross-section of DOT modal administrations will determine whether each project satisfies statutory requirements and rate how well it addresses selection criteria and additional selection considerations. The senior review team will consider the applications and the technical evaluations to determine which projects to advance to the FHWA Administrator for consideration. Evaluations in both the technical evaluation and senior review phases will place all eligible projects into one of three rating categories; Highly Recommended, Recommended, and Not Recommended. The evaluations will not assign numerical scores, nor will there be any sorting or rankings within each of the three subcategories. In summary, any project slotted into each category will have the same weight of recommendation in that category.

The adjectival rating categories to be used during the review and selection process, as described in the paragraph above, are defined as follows:

Highly Recommended:

- Application and proposed technology deployment align extremely well with the objectives of the ATTAIN Program.
- Application meets or exceeds NOFO requirements and demonstrates excellent alignment with the merit criteria for selection: technical merit (including alignment with the program goals), staffing, and cost.

- Application represents a low to moderate risk of unsuccessful deployment. NOTE: This assessment of risk applies only to the content of the application and is not an assessment of the risk posed by the applicant as described in Section E.3 below.
- Projects must address at least one area from each of the considerations below:
 - Administration priorities (demonstrates alignment with at least one Administration priority listed in Section A.4)
 - DOT Priority areas (demonstrates alignment with at least one DOT priority area in Section A.4)

Recommended:

- Applicant and proposed technology deployment substantially align with the objectives of the selection criteria under consideration.
- Application meets NOFO requirements and demonstrates sound alignment with the merit criteria for selection: technical merit (including alignment with the program goals), staffing, and cost.
- Application represents a low to moderate risk of unsuccessful deployment. NOTE: This assessment of risk applies only to the content of the application and is not an assessment of the risk posed by the applicant as described in Section E.3 below.
- Projects must address at least one area from one of the considerations below:
 - Administration priorities (demonstrates alignment with at least one Administration priority listed in Section A.4)
 - DOT Priority areas (demonstrates alignment with at least one DOT priority area in Section A.4)

Not Recommended:

- Application and proposed technology deployment do not substantially align with the objectives of the selection criteria under consideration;
- Application does not demonstrate sufficient technical merit as defined by the evaluation criteria;
- Application includes risk factors that contribute to moderate to high risk of unsuccessful deployment. NOTE: This assessment of risk applies only to the content of the application and is not an assessment of the risk posed by the applicant as described in Section E.3 below.

The FHWA Administrator will serve as the Selection Official for this opportunity. In all cases, the ratings assigned by the teams of technical experts, the decisions for advancing applications by the senior review team, and final selection decisions by the FHWA Administrator will be made in accordance with the criteria established in Section E of this opportunity and that best address the ATTAIN program goals, statutory selection criteria, Administration's Priorities, DOT Focus Areas, and ensure the effective use of Federal funding. The FHWA reserves the right to use outside expertise or contractor support to perform application evaluation. The FHWA will award the applications that are considered the most advantageous to FHWA using the criteria cited above and subject to the results of an applicant risk assessment, and subject to funding availability. In addition, per 23 U.S.C. 503(c)(4)(D)(i) - (iii), FHWA shall ensure, to the

extent practicable, that recipients represent diverse geographic areas of the United States, including urban and rural areas⁴, and that recipients represent diverse technology solutions.

The FHWA is not obligated to make any award as a result of this notice.

c) Phase III – Post-Selection Discussions and Method of Award

In Phase III, FHWA and the applicant will reach an agreement on the method for the award. There are two possible options for award: award through an allocation to the State department of transportation or a direct award from FHWA. The FHWA will also conduct discussions with the selected applicant to clarify and refine elements of the applicant's technical and budget applications. Discussions may include a request for detailed and itemized cost information, including: direct labor categories, hours and rates, fringe benefit rates, travel, equipment, supplies, sub-recipient, contractor and consultant costs and supporting documentation, construction costs, other direct costs, indirect cost rates, and additional supporting budget narrative. The selected applicant will also be required to provide a project description.

3. APPLICANT RISK ASSESSMENT

Prior to award, each selected applicant will be subject to a risk assessment required by 2 CFR 200.206. If the Federal awarding Agency determines that a Federal award will be made, special conditions that correspond to the degree of risk assessed may be applied to the Federal award. The FHWA must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM. An applicant may review information in SAM.gov and comment on any information about itself that a Federal awarding Agency previously entered. The FHWA will consider comments by the applicant, in addition to other information in SAM.gov, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the risk assessment. The FHWA reserves the right to deny an award based on the results of the risk assessment.

The FHWA will assess the risks posed by an applicant before they receive an award. If the Federal awarding Agency determines that a Federal award will be made, special conditions that correspond to the degree of risk assessed may be applied to the Federal award. This Risk Assessment will include the evaluation of some or all the following items relative to the applicant and/or sub-applicants as applicable:

- (1) Applicant's financial stability;
- (2) Applicant's quality of management systems and ability to meet the management standards prescribed in 2 CFR Part 200;
- (3) Applicant's history of performance;

Note: History of performance includes the applicant's record in managing Federal awards, if it is a prior recipient of Federal awards, including timeliness of compliance with

⁴ Rural Set-Aside: Not less than 20 percent of the amounts made available to under this opportunity shall be reserved for projects serving rural areas.

applicable reporting requirements, conformance to the terms and conditions of previous Federal awards, and if applicable, the extent to which any previously awarded amounts will be expended prior to future awards. The Government will evaluate the relevant merits of the applicant's history of performance based on its reputation and record with its current and/or former customers with respect to quality, timeliness, and cost control. The history of performance will be reviewed to ensure that the applicant has relevant and successful experience and will be considered in the risk assessment. In evaluating the history of performance, the Government may consider both written information provided in the application, as well as any other information available to the Government through outside sources.

- (4) Applicant's audit reports and findings from audits performed on the applicant pursuant to 2 CFR Part 200 Subpart F – Audit Requirements or the reports and findings of any other available audits;
- (5) Applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities;
- (6) Applicant's potential for conflict of interest if applicable; and

Note: The FHWA will review information provided by the applicant, and any other relevant information known to FHWA, to determine whether an award to the applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, FHWA may (a) disqualify the applicant or (b) determine that it is otherwise in the best interest of the United States to award to the applicant and include appropriate provisions to mitigate or avoid such conflict in the agreement pursuant to 2 CFR 200.112.

Applicant's eligibility to receive Federal funding. Per the guidelines on government-wide suspension and debarment in 2 CFR Part 180, the Government will confirm that the applicant and any named sub-applicants are not debarred, suspended, or otherwise excluded from or ineligible for participation in Federal programs or activities.

Pursuant to 2 CFR Part 200.206, prior to making a Federal award, the Federal awarding Agency is required to review information available through any OMB-designated repositories of governmentwide eligibility qualification or financial integrity information, such as Dun & Bradstreet, and data available via SAM.gov. The Government's review of this information will occur as part of the risk assessment.

SECTION F – FEDERAL AWARD ADMINISTRATION INFORMATION

NOTE: Activities or other approvals described in this section as needing to be performed by or otherwise obtained from the AO may be performed by cognizant FHWA division office staff should the project be administered through the State DOT as a recipient and sub-award to a local public agency. However, in the case of a direct award with FHWA, the AO will remain as the primary authority for award execution and any amendments needed, including, but not limited to, circumstances outlined in 2 CFR 200.308, Revision of budget and program plans.

1. FEDERAL AWARD NOTICES

Following the evaluation outlined in Section E, FHWA will announce awarded projects by posting a list of selected projects at [Bipartisan Infrastructure Law Key Programs under the Federal Highway Administration Office of Operations - FHWA Operations](https://ops.fhwa.dot.gov/bipartisan-infrastructure-law/index.htm) (<https://ops.fhwa.dot.gov/bipartisan-infrastructure-law/index.htm>). Applicants will also be notified directly by FHWA staff about the project selections. Notice of selection is not an authorization to begin performance or to incur costs for the proposed project. Following that announcement, the FHWA will contact the point of contact listed in the SF 424 to initiate negotiation of the project specific agreement for authorization. If the negotiations do not result in an acceptable submittal, FHWA reserves the right to terminate the negotiation and decline to fund the applicant.

Recipients of ATTAIN Program awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, FHWA will reimburse ATTAIN Program funds to recipients only after a project agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted. Unless authorized by FHWA in writing after FHWA's announcement of FY 2023-2024 ATTAIN Program awards, any costs that a recipient incurs before FHWA executes a project agreement for that recipient's project are ineligible for reimbursement and are ineligible match for cost share requirements.

Only the FHWA AO can commit FHWA. The award document, signed by the AO, is the authorizing document. Only the AO can bind the Federal Government to the expenditure of funds.

2. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR Part 200, as adopted by FHWA at 2 CFR Part 1201. Applicable Federal laws, rules, and regulations set forth in Title 23, U.S.C., including 23 U.S.C. 113, and 23 and 49 CFR shall also apply to awards provided under this program.

GENERAL CLAUSES

The online clauses titled “General Terms and Conditions for Assistance Award (for awards effective after August 7, 2023),” apply to the resulting award, and are available in full text online at: https://www.fhwa.dot.gov/cfo/contractor_recip/gtandc_after2023aug07.cfm

SPECIAL CLAUSES

In addition to the General Clauses cited above, the following Special Clauses will apply to the resulting award.

A. PUBLIC ACCESS TO DOCUMENTS

The applicant agrees that the resulting deliverables/documentation submitted to the FHWA under this agreement may be posted online for public access and/or shared by FHWA with other interested parties. The FHWA anticipates the documents cited herein may be posted on an FHWA Website or other appropriate Website.

Please note that, unless specifically required in NOFO Table F.2.Q.a. below, resulting deliverables/documentation submitted to the FHWA under any award made from this opportunity are not required for compliance with Section 508 of the Rehabilitation Act.

B. INDIRECT COSTS

Indirect costs are allowable under this agreement in accordance with the recipient’s federally Negotiated Indirect Cost Rates as documented in writing and approved by the recipient’s cognizant Government Agency.

This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The recipient’s audited final indirect costs are allowable only insofar as they do not cause the recipient to exceed the total obligated funding.

C. DATA RIGHTS

The recipient must make available to the FHWA copies of all work developed in performance with this agreement, including but not limited to software and data. Data rights under this agreement shall be in accordance with 2 CFR 200.315, Intangible property.

D. PERSONALLY IDENTIFIABLE INFORMATION (PII)

Personally Identifiable Information (PII), as defined in 2 CFR 200.1, will not be requested by the Agency unless necessary. The recipient must protect any PII as directed in 2 CFR 200.303.

E. AVAILABLE FUNDING

The total estimated amount of Federal funding that may be provided under this agreement is \$_____ (to be filled in at award) for the entire period of performance, subject to the limitations shown below:

- (1) Currently, Federal funds identified on page 1 of the award document, are obligated to this agreement.
- (2) Subject to the availability of funds, and an executed document by the AO, the difference between the current funding and the total estimated amount of Federal funding may be obligated to this agreement.
- (3) The FHWA's liability to make payments to the recipient is limited to those funds obligated under this agreement as indicated above and any subsequent amendments.

F. KEY PERSONNEL

Pursuant to 2 CFR 200.308(c)(2), the recipient must request prior written approval from the AO for any change in key personnel specified in the award. The following person(s) are/have been identified as key personnel:

- Name Title/Position

G. PROGRAM INCOME

Pursuant to 2 CFR 200.307, Program income earned during the agreement period must be deducted from total allowable costs to determine the net allowable costs. Program income must be used for current costs unless the AO authorizes otherwise. Program income that the recipient did not anticipate at the time of the Federal award must be used to reduce the Federal award and recipient contributions rather than to increase the funds committed to the project.

H. SUBAWARDS

Unless described in the application and funded in the approved award, the recipient must obtain prior written approval from the AO or other cognizant FHWA division office personnel in the case of a project administered through a State DOT, for the sub-award, transfer, or contracting out of any work under this award. This provision does not apply to the acquisition of supplies, material, equipment, or general support services.

The following sub-award provisions will apply based on the DOT Office for contract authorization:

1. If FHWA Office for Subaward and Contract Authorization is "FHWA Division," then the recipient shall comply with sub-award and contract authorization requirements under 23 CFR Part 172 and 23 CFR Chapter I., subchapter G.

2. If FHWA Office for Subaward and Contract Authorization is “FHWA Office of Acquisition and Grants Management,” then the recipient shall obtain prior written approval from the FHWA AO pursuant to 2 CFR 200.308 and 23 CFR 172 as applicable for the sub-award or contracting out of any work under this agreement. Approvals under 2 CFR 200.308 will be contingent upon a fair and reasonable price determination on the part of the recipient and the AO’s concurrence on that determination. Consent to enter into sub-awards will be issued through a formal amendment to the agreement.” This provision does not apply to the acquisition of supplies, material, equipment, or general support services.

The following sub-awards are currently approved under the agreement:
(*** to be filled in at award ***)

Approval of each sub-award is contingent upon a fair and reasonable price determination, and approval by the AO, or other cognizant FHWA division office personnel in the case of a project administered through a State DOT, for each proposed subcontractor/subrecipient. Consent to enter into sub-awards will be issued through a formal amendment to the agreement.

I. ORDER OF PRECEDENCE

The recipient's technical and budget applications are accepted, approved, and incorporated herein as Attachments. In the event of any conflict between this agreement document and the recipient's application, this agreement document shall prevail.

J. DESIGNATION AS RESEARCH OR NON-RESEARCH AGREEMENT

This agreement is designated as: RESEARCH & DEVELOPMENT.

K. CONFERENCE SUPPORT RESTRICTIONS

The recipient must obtain written approval from the Authorized Organizational Representative (AOR) prior to incurring any costs for conference support. See the definition of conference as contained in 2 CFR 200.432.

Food and beverage costs are not allowable conference expenses for reimbursement under this agreement.

Note: Costs of meals are allowable as a travel per diem expense for individuals on travel status and pursuant to the Travel clause of this agreement.

L. DISPUTES

The parties to this agreement will communicate with one another in good faith and in a timely and cooperative manner when raising issues under this provision. Any dispute, which for the purposes of this provision includes any disagreement or claim, between the FHWA and the

recipient concerning questions of fact or law arising from or in connection with this agreement and whether involving an alleged breach of this agreement, may be raised only under this Disputes provision.

Whenever a dispute arises, the parties will attempt to resolve the issues involved by discussion and mutual agreement as soon as practical. In no event will a dispute which arose more than 3 months prior to the notification made under the following paragraph of this provision constitute the basis for relief under this article unless FHWA waives this requirement.

Failing resolution by mutual agreement, the aggrieved party will document the dispute by notifying the other party in writing of the relevant facts, identifying unresolved issues, and specifying the clarification or remedy sought. The AO, or other cognizant FHWA division office personnel in the case of a project administered through a State DOT, will conduct a review of the matters in dispute and render a decision in writing within 30 calendar days of receipt of such written request. Any decision of the AO is final and binding unless a party will, within 30 calendar days, request further review as provided below.

Upon written request to the FHWA Director, Office of Acquisition and Grants Management, or designee, made within 30 calendar days after the AO's written decision or upon unavailability of a decision within the stated time frame under the preceding paragraph, the dispute will be further reviewed. This review will be conducted by the Director, Office of Acquisition and Grants Management. Following the review, the Director of the Office of Acquisition and Grants Management will resolve the issues and notify the parties in writing. Such resolution is not subject to further administrative review and, to the extent permitted by law, will be final and binding. Nothing in this agreement is intended to prevent the parties from pursuing disputes in a United States Federal Court of competent jurisdiction.

M. CLOSEOUT OF AGREEMENT FILE

The Government will initiate the administrative closeout of the grant after receiving evidence that all technical work and administrative requirements have been completed. The recipient shall furnish all required documents in support of the closeout of the grant within the timeframes requested by the Government. The Government anticipates the timeframe to complete administrative closeout of the grant agreement will not exceed 6 months.

N. TRAVEL

Travel and per diem authorized under the grant will be reimbursed in accordance with the travel costs section of 2 CFR 200.475.

O. PUBLIC ACCESS REQUIREMENTS AND COMPLIANCE

In response to the White House Office of Science and Technology Policy memorandum dated February 22, 2013, titled Increasing Access to the Results of Federally Funded Scientific Research, FHWA is incorporating Public Access requirements into all funding awards (grants) for scientific research. This section sets forth the requirements a funding recipient must satisfy

to be in full compliance with the DOT Public Access plan. For all wholly or partially Federal funded scientific research agreements, the recipient hereby agrees to comply with the requirements of the DOT Public Access plan. The recipient is required to include these obligations in any sub-awards or other related funding agreements. The full requirements of the DOT Public Access plan requirements include, but are not limited to, the following:

A. Copyright License

Recipient hereby grants to the DOT a worldwide, non-exclusive, non-transferable, paid-up, royalty-free copyright license, including all rights under copyright, to any and all Publications and Digital Data Sets as such terms are defined in the DOT Public Access plan, resulting from scientific research funded either fully or partially by this funding agreement. Recipient herein acknowledges that the above copyright license grant is first in time to any and all other grants of a copyright license to such Publications and/or Digital Data Sets, and that DOT shall have priority over any other claim of exclusive copyright to same.

B. Reporting and Compliance Activities

Recipient hereby agrees to satisfy the reporting and compliance requirements as set forth in the DOT Public Access plan, including, but not limited to, the submission and approval of a Data Management Plan, the use of Open Researcher and Contributor ID numbers, the creation and maintenance of a research project record in the Transportation Research Board's Research in Progress database, and the timely and complete submission of all required publications and associated digital data sets as such terms are defined in the DOT Public Access plan. Additional information about how to comply with the requirements can be found at: <https://ntl.bts.gov/public-access/how-comply>.

P. PROGRAM REQUIREMENTS

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the DOT; and applicable Federal financial assistance and contracting principles promulgated by the OMB. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied, or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If FHWA determines that a recipient has failed to comply with applicable Federal requirements, FHWA may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

E.O. 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods,

products, and materials in constructing their project. Any grant projects involving vehicle acquisition must involve only vehicles that comply with applicable FMVSS and FMCFR, or vehicles that are exempt from FMVSS or FMCFR in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

The following national policy considerations need to be addressed by project sponsors before they can receive Federal funds for the program:

1. Critical Infrastructure and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against both physical and cyber threats. Each applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by FHWA and the U.S. Department of Homeland Security, will be required to do so before receiving funds for project delivery or construction, consistent with Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience and the National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems.

2. Domestic Preference Requirements

As expressed in E.O. 14005, "Ensuring the Future Is Made in All of America by All of America's Workers" (86 FR 7475), the executive branch should maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made available under this notice are subject to the domestic preference requirement at 23 U.S.C. 313, 23 CFR 635.410, and 2 CFR 200.322. The DOT expects all applicants to comply with those requirements.

3. Civil Rights and Title VI

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR Part 21), the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI plan, a completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. The FHWA's Office of Civil Rights may work with awarded grant recipients to ensure full compliance.

4. Federal Contract Compliance

As a condition of grant award and consistent with E.O. 11246, EEO (30 FR 12319, and as amended), all federally assisted contractors are required to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women, in addition to goals that vary based on geography for construction work hours and for work being performed by people of color. Under Section 503 of the Rehabilitation Act and its implementing regulations, affirmative action obligations for certain contractors include an aspirational employment goal of 7 percent of workers with disabilities.

5. Performance and Program Evaluation

As a condition of grant award, grant recipients may be required to participate in an evaluation undertaken by FHWA or another agency or partner. The evaluation may take different forms, such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. The FHWA may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor or FHWA staff; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or FHWA staff.

Recipients and subrecipients are also encouraged to incorporate program evaluation, including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an Agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges Federal awarding Agencies and Federal assistance recipients and subrecipients to use program evaluation as a critical tool to learn, improve equitable delivery, and elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” 5 U.S.C. § 311. Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

For grant recipients receiving an award, evaluation costs are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

Q. REPORTING

- a. Deliverables: The following information summarizes the reporting requirements and other deliverables that will be required under any awards to be made as a result of this opportunity.

NOFO Table F.2.Q.a

Deliverable	Approximate Due Date	Section 508 Compliant?
Preliminary Kick-off Meeting – Conduct a preliminary kick-off meeting with FHWA at a mutually agreed-upon location.	Within 6 weeks after the announcement of project selection.	No
Draft Cooperative Agreement completed. The cooperative agreement shall include a Project Management Plan. The Project Management Plan shall include, at a minimum: a) Project Description with a description of Tasks and Sub-Tasks by which the project work activities will be organized, executed, and monitored. b) A Project Schedule (Gantt Chart or equivalent) displaying start and end times for each Task and Sub-Task, plus achievement of Project Milestones. c) A description of major Project Milestones , including key reports, the start of operations of important systems or subsystems, and other important deliverables or events. d) A Staffing Table, which identifies a single Project Manager, plus project staff and/or consultants that will lead and support each Task (or Sub-Task if appropriate). e) A Project Budget , displaying planned expenditures for each Task, with a further breakdown by Cost Element for each Task and by the Federal share vs. non-Federal share.	Within 6 weeks after the preliminary kick-off meeting.	No
Fully Executed Cooperative Agreement	Within 6 weeks after the completion of the draft agreement.	No
Kick-off Meeting – Conduct a kick-off meeting with FHWA at a mutually agreed-upon location.	Within 4 weeks after the execution of the cooperative agreement.	No
Quarterly Progress Reports – Submit progress reports to document activities performed, anticipated activities, and any changes to the schedule or anticipated issues.	Quarterly	No
Systems Engineering Documents – In accordance with 23 CFR 940.11, the Recipient shall submit electronic copies of the Milestone Systems Engineering documents applicable to this project for approval by FHWA. This shall include, at a minimum: a) Systems Engineering Review Form	As applicable	No

<p>b) Concept of Operations c) Systems Engineering Management Plan.</p>		
<p>Project Evaluation Plan – The Recipient shall submit to FHWA for approval an Evaluation Plan, which shall include, at a minimum:</p> <p>a) Statement of Project Objectives, b) List of Evaluation Criteria (e.g., quantitative performance metrics and/or qualitative assessments) tailored to the Project Objectives, c) Description of Data-Collection procedures tailored to these criteria, which could include, for example, before/after data, surveys, interviews, system-monitoring data, or other data needed to report on the achievement of project objectives. d) Outline of Evaluation Report (1-page <u>draft</u> list of topics to be addressed)</p>	<p>Within 90 days after the execution of the cooperative agreement.</p>	<p>No</p>
<p>Data Management Plan (DMP) – The Recipient shall submit to FHWA for approval a DMP that provides a preliminary overview of data that may be collected or created through the project, which shall include, at a minimum:</p> <p>a) Data description b) Data access policies c) Data storage and retention approach</p> <p>The Recipient shall then update the DMP throughout the project with more details on the data that is collected or created, including information on data rights and standards. Additional information on DMPs can be found at: https://ntl.bts.gov/ntl/public-access/creating-data-management-plans-extramural-research.</p>	<p>Within 90 days after the execution of the cooperative agreement, to be updated throughout the project.</p>	<p>No</p>
<p>Report to the Secretary – Submit a report describing: the deployment and operational costs of the project compared to the benefits and savings the project provides; how the project has met the original expectations projected in the deployment plan submitted with the application, such as (I) data on how the project has helped reduce traffic crashes, congestion, costs, and other benefits of the deployed systems; (II) data on the effect of measuring and improving transportation system performance through the deployment of advanced technologies; (III) the effectiveness of providing real-time integrated traffic, transit, and multimodal transportation information to the public to make informed travel decisions; and (IV) lessons learned and recommendations for future deployment strategies to optimize transportation mobility, efficiency, multimodal system performance, and payment system performance.</p>	<p>Annually beginning 1 year after the execution of the cooperative agreement.</p>	<p>Yes</p>

<p>Annual Budget Review and Program Plan Reporting – Submit the Annual Budget Review and Program Plan Report. The report should describe:</p> <p>(1) Overview and schedule of tasks, activities, milestones, and deliverables for the upcoming year, to include:</p> <ul style="list-style-type: none"> • the latest deliverables table or project management schedule; and • a discussion of whether the current approved Technical Application attached to the award needs to be updated or not. If an update is warranted, propose the updates. <p>(2) Overview and forecast budget for the upcoming year, including a discussion of whether the current approved Budget Application attached to the award needs to be updated or not. If an update is warranted, propose the updates.</p>	<p>60 days prior to the anniversary date the cooperative agreement was executed.</p>	<p>No</p>
<p>Final Report – The Recipient shall provide a final report within 90 days after completion of the project or termination of the agreement. The FHWA AOR, in consultation with the Recipient, will determine the final design and scope of the evaluation and report. Submit an electronic copy of all reports to the ATTAIN mailbox at ATTAIN@dot.gov.</p>	<p>Within 90 days after the completion of the project or termination of the agreement.</p>	<p>Yes</p>
<p><i>(Additional deliverables to be identified in separate rows by the applicant)</i></p>		

Note: Section 508 requirements are included in NOFO Section F’s General Terms and Conditions available online at:
https://www.fhwa.dot.gov/cfo/contractor_recip/gtandc_after2023aug07.cfm .

b. Additional Details for Progress Reporting on Activities

Each applicant selected for ATTAIN Program funding must submit quarterly progress reports, quarterly Federal Financial Reports (SF-425), and an Annual Budget Review and Program Plan on the financial condition of the project to monitor project progress and ensure accountability and financial transparency in the ATTAIN Program.

- i. Quarterly Reporting: The quarterly progress report must include the required certification pursuant to 2 CFR 200.415, the Standard Form Performance Progress Report (SF-PPR) cover page and the SF-PPR Block 10 Performance Narrative. The recipient shall complete the Quarterly Reporting Template, expanding on SF-PPR Block 10 as necessary, to include the following information:
 1. Work performed for the current quarter;
 2. Work planned for the upcoming quarter;
 3. Status of all planned procurement activities, proposed procurement schedules, and a list of key procurement milestone dates;

4. Description of any problem encountered or anticipated that will affect the completion of the work within the time and fiscal constraints as set forth in the agreement, together with recommended solutions to such problems; or a statement that no problems were encountered;
 5. A tabulation of the current and cumulative costs expended by cost element (labor, travel, indirect costs, subrecipient/subcontractor, etc.) by quarter versus budgeted costs; and
 6. Budget revisions.
 7. In the SF-PPR Block 11, Other Attachments, include the following information as attached pages:
 - a. SF-425, Federal Financial Report;
 - b. SF-425A, Federal Financial Report Attachment (if applicable); and
 - c. SF-LLL, Disclosure of Lobbying Activities.
- ii. Annual Budget Review & Program Plan: The recipient must submit an electronic copy of the Annual Budget Review and Program Plan to the AO and the AOR 60 calendar days prior to the anniversary date of the execution of a cooperative agreement. The Annual Budget Review and Program Plan must include the required certification pursuant to 2 CFR 200.415. The Annual Budget Review and Program Plan must provide a detailed schedule of activities, estimate of specific performance objectives, include forecasted expenditures, and schedule of milestones for the upcoming year. If there are no proposed deviations from the Approved Project Budget, the Annual Budget Review must contain a statement stating such. The recipient must meet via teleconference or Webconference with FHWA to discuss the Annual Budget Review and Program Plan. Work proposed under the Annual Budget Review and Program Plan must not commence until AO's written approval is received.

c. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10 million for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (e.g., FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

SECTION G – FEDERAL AWARDING AGENCY CONTACTS

For further information concerning this notice, please contact the Advanced Transportation Technology and Innovation Program staff via email at ATTAIN@dot.gov. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, FHWA will post answers to questions and requests for clarifications to [grants.gov](https://www.grants.gov). To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact FHWA directly, rather than through intermediaries or third parties, with questions.

SECTION H – OTHER INFORMATION

1. Publication/Sharing of Application Information.

Following the completion of the selection process and announcement of awards, FHWA intends to publish a list of all applications received along with the names of the applicant organizations and the funding amounts requested. Except for the information properly marked as described in section D.2., FHWA may make application narratives publicly available. The FHWA may share application information within FHWA or with other Federal agencies if FHWA determines that sharing is relevant to the respective program's objectives.

2. Department Feedback on Applications

The FHWA strives to provide as much information as possible to assist applicants with the application process. The FHWA will not review applications in advance, but FHWA staff are available for technical questions and assistance. Program staff will address questions received at ATTAIN@dot.gov throughout the application period. If applicants not selected to receive ATTAIN Program funding have questions about why their proposed projects were not selected, FHWA staff will make reasonable efforts to provide feedback on applications after selections are made.