Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program also known as Advanced Transportation Technologies and Innovation (ATTAIN)

Presenters

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Welcome to Today's Webinar

Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program

Date: December 6, 2023
Time: 11:30 a.m.–1:00 p.m. ET

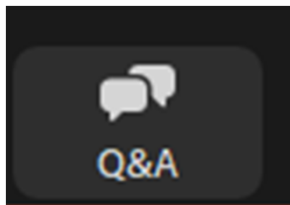Listen through your speakers or Voice over Internet Protocol (VoIP)

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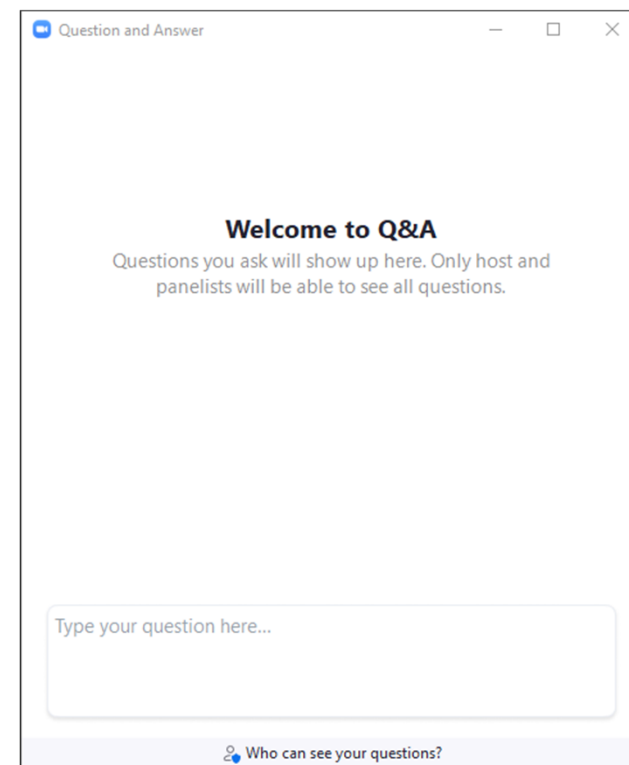
Web Links

FHWA Office of Operations Bipartisan Infrastructure Law

Office of Transportation Management

https://ops.fhwa.dot.gov/bipartisan-infrastructure-law/index.htm

ATTAIN Program

FY 2023-24 Notice of Funding Opportunity (Grants.gov)

ATTAIN Fact Sheet Bipartisan Infrastructure Law - Apportionment Fact Sheet | Federal Highway Administration (dot.gov)

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Poll Questions

ADVANCED TRANSPORTATION TECHNOLOGIES AND INNOVATION (ATTAIN) PROGRAM

Jim Garling, ATTAIN Program Manager
Office of Operations, FHWA

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Agenda

- ATTAIN Program

- Application Process

- Application Review Process

- Awards and Reporting

- Questions

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ATTAIN Program

The 2021 Bipartisan Infrastructure Law (BIL) renamed and restructured the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program:

- 23 United States Code (U.S.C.) 503(c)(4): Advanced Transportation Technologies Deployment.

- Establishes the ATTIMD Program 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 [23 U.S.C. 503(c)(4)(A)].

- No less than 5 and not more than 10 eligible entities will receive awards during each fiscal year [23 U.S.C. 503(c)(4)(D)(i)].

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Program Funding

- Funding: Provides $60 million for Fiscal Year 2022–2026 [23 U.S.C. 503(c)(4)(I)(i)]
- Federal share not to exceed 80% of project cost [23 U.S.C. 503(c)(4)(J)]
- No more than 20% of the total amount (i.e., $12 million) in a fiscal year to a single recipient [23 U.S.C. 503(c)(4)(K)]
- Recipient may use not more than 5% of the funds awarded each fiscal year to carry out planning and reporting requirements [23 U.S.C. 503(c)(4)(L)]

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Previous Rounds of ATCMTD

- 2016: 81 applications, 8 projects selected for award
- 2017: 68 applications, 10 projects selected for award
- 2018: 64 applications, 10 projects selected for award
- 2019: 33 applications, 10 projects selected for award
- 2020: 46 applications, 10 projects selected for award
- 2021: 35 applications, 10 projects selected for award

Previous Round of ATTAIN

- 2022: 72 applications, 8 projects selected for award

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Use of Funds [23 U.S.C. 503(c)(4)(E)] (1 of 3)

- Advanced traveler information systems
- Advanced transportation management technologies
- Advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities
- Infrastructure maintenance, monitoring, and condition assessment
- Advanced public transportation systems
- Transportation system performance data collection, analysis, and dissemination systems
- Advanced safety systems, including vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications; technologies associated with autonomous vehicles; and other collision avoidance technologies, including systems using cellular technology

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Use of Funds [23 U.S.C. 503(c)(4)(E)] (2 of 3)

- Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems
- Integrated corridor management systems
- Advanced parking reservation or variable pricing systems
- Electronic pricing, toll collection, and payment systems
- Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing
- Integration of transportation service payment systems
- 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

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Use of Funds [23 U.S.C. 503(c)(4)(E)] (3 of 3)

- 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
- Advanced transportation technologies

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Eligible Entities [23 U.S.C. 503(c)(4)(N)(i)]

Eligible applicants include:

- State or local governments
- Transit agencies
- Metropolitan planning organizations (MPO)
- Other political subdivisions of a State or local government (such as publicly owned toll or port authorities)
- A multijurisdictional group or consortia of research institutions or academic institutions

Partnerships: 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.

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Program Vision (1 of 2)

- The deployment of advanced technologies and related strategies to address issues and challenges in safety, mobility, sustainability, economic vitality, 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 among agencies and with the public.

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Program Vision (2 of 2)

- 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.

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Program Goals (1 of 4)

- Improve the mobility of people and goods.
- 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.
- Reduction in the number and severity of traffic crashes and an increase in driver, passenger, and pedestrian safety.

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Program Goals (2 of 4)

- 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.

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Program Goals (3 of 4)

- Monitoring transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair.
- 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.
- 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.

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Program Goals (4 of 4)

- Demonstration, quantification, and evaluation of the impact of these advanced technologies, strategies, and applications toward improved safety, efficiency, equity, and sustainable movement of people and goods.
- Reproducibility of successful systems and services for technology and knowledge transfer to other locations facing similar challenges.
- Incentivize travelers:
  - (I) to share trips during periods in which travel demand exceeds system capacity
  - (II) to shift trips to periods in which travel demand does not exceed system capacity

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Administration's Priorities

- Safety

- Climate Change and Sustainability

- Equity

- Workforce Development, Job Quality, and Wealth Creation

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USDOT Focus Areas

Proposals are not limited to these priorities, but the USDOT is particularly interested in deployment programs and projects in the following areas:

- State of Good Repair
- Integration of ITS with the Smart Grid and other energy distribution and charging systems
- Advanced public transportation systems
- Freight Community System
- Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative
- Complete Trip Program
- Data Availability

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APPLICATION PROCESS

Ryan Buck, Agreement/Contracting Officer, Office of Acquisition and Grants Management, FHWA

Application Process (1 of 2)

- Applications must be submitted through Grants.gov at https://www.grants.gov/. To submit, applicants must:
  - Register with the System for Award Management (SAM) at https://www.sam.gov/
  - Obtain a SAM.gov Unique Entity Identifier (UEI)
  - Create a Grants.gov username and password
  - E-business point of contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and log in to authorize the POC as an Authorized Organization Representative (AOR)
- Applications are due February 2, 2024

  Note: The Grants.gov registration process usually takes 2–4 weeks to complete. Late applications that are the result of failure to register or comply with Grants.gov applicant requirements will <u>not</u> be considered.

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Application Process (2 of 2)

- Applicants may obtain application forms at Grants.gov under the Notice of Funding Opportunity (NOFO) number.
- Applicants must complete and submit all forms included in the application package for this NOFO as contained at https://www.grants.gov/.

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ATTAIN Application:
Volume 1 - Technical Application

- Cover Page
- Project Narrative
- Management Structure
- Staffing/Team Description
- Résumés for Key Personnel

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Cover Page (1 of 2)

Cover Page to include the following information:

- Project name
- Eligible entity applying to receive Federal funding
- Total project cost (from all sources)
- ATTAIN requested funding
- Are matching funds restricted to a specific project component? If so, which one?
- State(s) in which the project is located

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Cover Page (2 of 2)

- Is the project currently programmed in the: Transportation Improvement Program (TIP), Statewide TIP (STIP), MPO, Long Range Transportation Plan, and/or State Long Range Transportation Plan?
- Technologies proposed to be deployed
- Will the project have connected vehicle technologies?
- Will the project have automated vehicle system technologies?
- Is the project located in a rural area?

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Project Narrative

The FHWA recommends that the Project Narrative use the following basic outline to clearly address the program requirements and make critical information readily apparent:

- Detailed statement of work
- Detailed project schedule
- Staffing/Team description

The Project Narrative should include a table of contents, maps, and graphics as appropriate to make the information easier to review.

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Project Description (1 of 3)

- Introduction that provides a clear, concise description of the project and the proposed technology deployment(s)
- Description of the geographic area or jurisdiction the deployment will service
- Description of the real-world issues and challenges to be addressed by the proposed technology deployments
- Description of transportation systems and services
- Deployment plan that includes providing long-term operation and maintenance of the proposed technologies to improve safety, efficiency, system performance, and return on investment

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Project Description (2 of 3)

- Description of regulatory, legislative, or institutional challenges
- Quantifiable system performance improvements
- Quantifiable safety, mobility, and environmental benefit projections
- Vision, goals, and objectives for the technology deployment
- Plan to leverage existing technology investments
- Schedule for conducting the technology deployment

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Project Description (3 of 3)

- Any support or leveraging of the ITS program or innovative technology initiatives
- A summary identifying which USDOT goals and focus will be implemented

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Staffing/Team Description

- Description of the organization of staffing to manage and conduct the project, including identification of key personnel, organization, role, and responsibility

- Primary POC and complete contact information

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Management Structure

- Description of the applicant's organization
- Plan for collaborating with the private sector or public agencies
- Designation of all proposed subrecipients or project collaborators
- Diagram depicting the organizational structure of the project team

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Other Information

- Résumés for key personnel
- Formatting
- Page limitations

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ATTAIN Application:
Volume 2 - Budget Application

- Application Standard Forms (SFs)
- Summary Budget Narrative
- Cost-Share Information
- Organizational Information

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Standard Forms (1 of 4)

- Application <u>must</u> include the SF-424 (Application for Federal Assistance), SF-424A (Budget Information for Non-Construction Programs), SF-LLL (Disclosure of Lobbying Activities), and the Grants.gov Lobbying Form.
- SFs are available online at
https://www.grants.gov/web/grants/forms/sf-424-family.html.

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Standard Forms (2 of 4)

On the SF-424, the information in block 8a (Applicant's "Legal Name") must be the same as the information entered for registration in https://www.sam.gov/ and for the Applicant's SAM UEI. The title for an applicant's workspace on https://www.grants.gov is limited to 240 characters and may be different than the SAM UEI.

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Standard Forms (3 of 4)

For 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) through (b) and (e) through (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., a Phase I and Phase II).
- **Section B** is a summary of the entire project budget across <u>all</u> years.
- **Section C** is the source of the non-Federal matching share.
- **Section D** is the forecasted funding needs for year one (1).
- **Section E** is the forecasted funding needs for years two (2) and after (i.e., does <u>not</u> include the first year's funding in Section D).

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Standard Forms (4 of 4)

In addition to the standard forms, a separate detailed budget plan for each year must be provided. The summary budget information should include:

- Planned project costs and how costs are connected to the project scope
- Description of how funds will be spent
- Summary budget table

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Cost Share Information

- Evidence that funding has been identified that will cover the 20% non-Federal cost share
- Letters of commitment from organizations providing a portion of the cost share

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Funding and Budget Information

- The maximum amount of funding requested from the ATTAIN program cannot exceed $12 million per fiscal year that funding is available, nor exceed 80% of the total cost of the activities proposed to be funded.

- Selection of an application to receive grant funding in one fiscal year's competition is not a commitment or obligation for selection in any future year's competitions

- Applications will be annually solicited for competitive grants in accordance with the ATTAIN legislation

Organizational Information

Provide the following information in PDF format:

- Exceptions to the anticipated award terms and conditions
- SAM.gov UEI number
- A-133 Single Audit
- Conflicts of Interest
- Audit of Applicant's financial systems
- Terminated Contracts
- Reporting Subaward and Executive Compensation
- Violations of Federal Criminal Law

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APPLICATION REVIEW PROCESS

Jim Garling, ATTAIN Program Manager, Office of Operations, FHWA

Application Review: Technical Merit Items (1 of 2)

1. Degree that the proposed technology deployment aligns with program requirements, including the deployment of technologies listed in section A.3 of the NOFO, and aligns with USDOT's vision, goals, and focus areas listed in Section A.4 of the NOFO.

2. 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.

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Application Review: Technical Merit Items (2 of 2)

3. Degree to which the application addresses and explains if the proposed project will or may require exemption from the Federal Motor Vehicle Safety Standards, Federal Motor Carrier Safety Regulations, or any other regulation, and its plan for applying for any necessary exemptions.

4. Degree to which the application addresses and explains if the proposed project can comply with the Buy America Act.

5. Scalability or portability of the proposed technology deployment to other jurisdictions.

6. Commitment to evaluate the effectiveness (i.e., cost-benefit or other appropriate metrics of efficacy) of activities proposed.

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Application Review: Staffing Criteria

1. Degree that the application includes a program or project management structure or organization that will successfully oversee the proposed technology deployment.

2. 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., percentage of work time to be committed to the project during the period of performance).

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Application Review: Cost Criteria

- Cost will be considered in the award decision. The cost 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 (80% Federal and 20% non-Federal), and supporting detail for these funds, including the applicant's activities to maximize the non-Federal share of the project funding.

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Application Review: Other Information

- USDOT will review all eligible applications received before the application deadline.

  - *Technical Evaluation Teams will determine whether each project satisfies statutory requirements and rate how well it addresses selection criteria.*

  - *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 the technical evaluation and senior review phases will place projects into rating categories, not numerical scores.*

  - *A panel of Agency experts will conduct a risk assessment of the applicant prior to award.*

- Geographic Diversity to include a Rural Set-Aside of 20% for projects serving rural areas and Technological diversity.

- The FHWA Administrator will select the projects for award.

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AWARDS AND REPORTING

Jim Garling, ATTAIN Program Manager, Office of Operations, FHWA

Awards

- USDOT anticipates making ATTAIN project award decisions in the summer of 2024.

- Each recipient must submit the Federal Financial Report (SF-425) on the financial condition of the project and its progress on a quarterly basis.

- Each recipient will participate in and submit a report for an Annual Budget Review and Program Plan.

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Award Administration

Three options for award administration:

- State DOT

- Allocation through a State DOT to a Local Public Agency (LPA)

- Direct Award from FHWA

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Deliverables for Selected Applications

- Project Management Plan

- Quarterly Progress Reports

- Systems Engineering Documents

- Project Evaluation Plan

- Data Management Plan

- Annual Budget Review and Program Plan Reporting

- Annual Report: Section 508 of the Rehabilitation Act of 1973

- Final Report: Section 508 of the Rehabilitation Act of 1973

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Reporting [23 U.S.C. 503(c)(4)(F)]

- Recipient shall submit annual reports describing:
  - Deployment and operational costs of the project compared to the benefits and savings the project provides.
  - How the project has met the original expectations in the deployment plan submitted with the application, such as:
    - Data on how the project has helped reduce traffic crashes, congestion, costs, and other benefits of the deployed systems.
    - Data on the effect of measuring and improving transportation system performance through the deployment of advanced technologies.
    - Effectiveness of providing real-time integrated traffic, transit, and multimodal transportation information to the public to make informed travel decisions.
    - Communicate lessons learned and recommendations for future deployment strategies to optimize transportation efficiency and multimodal system performance.

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QUESTIONS

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Questions may be forwarded to:

ATTAIN@dot.gov

Questions and Answers will be posted to:

https://www.grants.gov/

ATTAIN information is also available at:

[Bipartisan Infrastructure Law Key Programs under the Federal Highway Administration Office of Operations: FHWA Operations (dot.gov)](#)

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