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Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program

Date: October 12, 2022
Time: 1:00 – 2:30 p.m. ET

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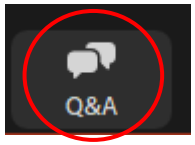

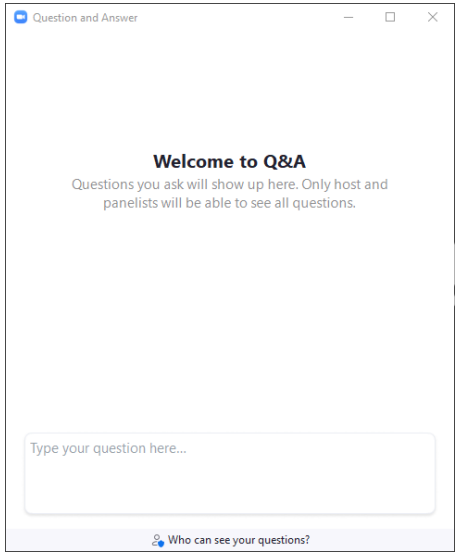

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Web Links

Bipartisan Infrastructure Law (BIL)

- Bipartisan Infrastructure Law - FHWA | Federal Highway Administration (dot.gov)

ATTAIN

- Bipartisan Infrastructure Law Key Programs under the Federal Highway Administration Office of Operations - FHWA Operations (dot.gov)

Poll Question

Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program Also Known as Advanced Transportation Technologies and Innovation (ATTAIN)

Date: October 12, 2022
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Presenters

David Harris and Jim Garling, ATTAIN Program Managers, Office of Operations, FHWA

Ryan Buck, Office of Acquisition and Grants Management, FHWA

ATTAIN PROGRAM

David Harris and Jim Garling, ATTAIN Program Managers
Office of Operations, FHWA

Agenda

- ATTAIN Program
- Application
- Questions

ATTAIN Program

- The 2021 Bipartisan Infrastructure Law[1] renamed and restructured the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program:
  - 23 U.S.C. 503(c)(4): Establishes the **Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)**.
  - The ATTIMD Program will 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)).

[1]Infrastructure Investment and Jobs Act. P.L. 117-58. 2021

Program Funding

- Fiscal year funding for fiscal years 2022–2026 provides $60 million (23 U.S.C 503(c)(4)(I)(i)).
- Federal share not to exceed **80 percent** of project cost (23 U.S.C 503(c)(4)(J)).
- No more than 20 percent 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 percent of the funds awarded each fiscal year to carry out planning and reporting requirements (23 USC 503(c)(4)(L)).

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

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

- 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

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

- 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
- Integration of intelligent transportation systems (ITS) with the smart grid and other energy distribution and charging systems
- **Integrated corridor management systems**
- **Advanced parking reservation or variable pricing systems, including truck parking**

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

- Electronic pricing, **toll collection**, and payment systems
- **Technology that enhances high-occupancy vehicle (HOV) 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

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

- **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**

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

Eligible applicants include:

- State or local governments
- Transit agencies
- **Metropolitan planning organizations (MPOs)**
- 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

FHWA encourages partnerships with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions; organizations representing transportation and technology leaders; or other transportation stakeholders.

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 transportation systems owners and operators confront.
- 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.

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.

Program Goals (1 of 5)

- **Improve the mobility of people and goods.**
- **Improve the durability and extend the life of transportation infrastructure.**
- Reduce costs and improve 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.
- Measure and improve the operational performance of the applicable transportation networks.

Program Goals (2 of 5)

- Reduce the number and severity of traffic crashes and increase driver, passenger, and pedestrian safety.
- Collect, disseminate, and use 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, accessible, and integrated transportation services, including access to safe, reliable, and affordable connections to employment, education, healthcare, freight facilities, and other services.

Program Goals (3 of 5)

- Facilitate account-based payments for transportation access and services and integrate payment systems across modes.
- Monitor transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair.
- Deliver economic benefits by reducing delays, improving system performance and throughput, and providing for the efficient and reliable movement of people, goods, and services.

Program Goals (4 of 5)

- Accelerate deployment of V2V, V2I, **vehicle-to-pedestrian**, and technologies associated with automated vehicles and other advanced technologies.
- Integrate advanced technologies into transportation systems management and operations.
- Demonstrate, quantify, and evaluate the impact of these advanced technologies, strategies, and applications toward improved safety, efficiency, equity, and sustainable movement of people and goods.

Program Goals (5 of 5)

- Reproduce successful systems and services for technology and knowledge transfer to other locations facing similar challenges.
- Incentivize travelers:
  - To share trips during periods in which travel demand exceeds system capacity
  - To shift trips to periods in which travel demand does not exceed system capacity

Program 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
- Efficiency of freight movement
- Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative
- Complete Trip – ITS4US Deployment Program
- **Data availability**

APPLICATION PROCESS

Ryan Buck, Office of Acquisition and Grants Management
David Harris and Jim Garling, ATTAIN Program Managers

Application Process (1 of 2)

- Applications need to be submitted through Grants.gov at www.grants.gov. To submit, applicants need to:
  - Register with the System for Award (SAM) at www.sam.gov.
  - Obtain a SAM Unique Entity Identifier (UEI).
  - Create a Grants.gov username and password.
- E-business point-of-contact (POC) at the applicant's organization needs to respond to the registration email from Grants.gov and login to authorize the POC as an Authorized Organization Representative.

Application Process (2 of 2)

- Applications are due November 18, 2022.
- 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 not be considered.
- Applicants may obtain application forms at Grants.gov under the Notice of Funding Opportunity (NOFO) number.
- Applicants need to complete and submit all forms included in the application package for this NOFO as contained at www.grants.gov.

ATTAIN Application: Volume 1—Technical Application

- Cover page
- Project narrative
- Management structure
- Staffing description
- Resumes for key personnel

Cover Page (1 of 2)

Cover page is to include the following information:

- Project name
- Eligible entity applying to receive Federal funding
- Total project cost (from all sources)
- ATTAIN-requested funding
- State(s) in which the project is located

Consider whether matching funds are restricted to a specific project component. If so, which one?

Cover Page (2 of 2)

The cover page should also address:

- 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?
- What are the technologies proposed to be deployed?
- Will the project use connected vehicle technologies?
- Will the project use automated vehicle system technologies?
- Is the project located in a rural area?

Project Narrative

We recommend 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.

Project Description Elements (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 that 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

Project Description Elements (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

Project Description Elements (3 of 3)

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

Project Outcome Criteria

- **Economic impacts, freight movement, and job creation**
- **Climate change, resiliency, and the environment**
- **Equity, multimodal options, and quality of life**

Management Structure Contents

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

Staffing/Team Description

- Description of the staff organization used to manage and conduct the project, including identification of key personnel, organization, roles, and responsibilities

- Primary project manager (PM) and complete contact information

Other Information

- Resumes for key personnel
- Formatting
- Page limitations

ATTAIN Application: Volume 2—Budget Application

- Application standard forms (SFs)
- Summary budget narrative
- Cost-share Information
- Organizational information

ATTAIN Standard Forms (1 of 4)

Application needs to include the following:

- SF 424 (Application for Federal Assistance)
- SF 424A (Budget Information for Non-Construction Programs)
- SF 424B (Assurances for Non-Construction Programs) Grants.gov Lobbying Form

SFs are available online at http://www.grants.gov/web/grants/forms/sf-424-family.html

ATTAIN Standard Forms (2 of 4)

On the SF 424, the information in block 8a (applicant's "Legal Name") needs to be the same as the information entered for registration in www.SAM.gov as associated with the applicant's SAM UEI. The title for an applicant's workspace on www.Grants.gov is limited to 240 characters and may be different than the SAM UEI.

ATTAIN 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 (d) 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., a 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 one (1).
- **Section E** is the forecasted funding needs for years two (2) and after (i.e., does **not** include the first year's funding in Section D).

ATTAIN 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
- A description of how funds will be spent
- A summary budget table

Cost-Share Information

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

Funding/Budget Information

- The maximum amount of funding requested from the ATTAIN program cannot exceed $12 million per award nor exceed 80 percent 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/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 UEI
- 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

APPLICATION REVIEW PROCESS

David Harris and Jim Garling, ATTAIN Program Managers

Application Review — Technical Merit Criteria

- Degree that the proposed technology deployment aligns with program requirements and USDOT goals, including safety, innovation, and opportunity.
- Readiness of the proposed technology(ies) to be deployed, and the likelihood of success of the applicant to deploy and sustain the technology(ies). This will include proposed approaches to addressing any regulatory environment and other deployment obstacles.
- **How climate change and environmental justice were considered in the project development and implementation stage.**

Application Review — Staffing Criteria

- Degree that the application includes a program or 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 throughout the period of performance
- Scalability or portability of the proposed technology deployment to other jurisdictions
- Commitment to evaluate the effectiveness (i.e., cost-benefit) of activities proposed

Application Review — Cost Criteria

- Assess cost reasonableness and conformance to applicable cost principles
- Consider funding availability (this evaluation factor will not be rated)
- Review cost sharing/matching in accordance with ATTAIN law

Application Review — Project Outcome Criteria

- **Economic impacts, freight movement, and job creation**
- **Climate change, resiliency, and the environment**
- **Equity, multimodal options, and quality of life**

Application Review — Other Information

- USDOT will review all eligible applications received by 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 Secretary 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.
- The FHWA Administrator will select the projects for award.

Application Review — Other Information (continuation)

- **Rural set-aside–Minimum 20 percent set-aside for projects serving rural areas**
- Technological diversity

AWARDS AND REPORTING

David Harris and Jim Garling, ATTAIN Program Managers

Awards/Reporting

- USDOT anticipates making ATTAIN project award decisions by February 2023.

- Each recipient must submit the Federal Financial Report (SF 425) on the financial condition of the project, its progress, and an annual budget review and program plan.

Reporting (23 USC 503(c)(4)(F))

Recipient shall submit annual reports describing:

- Project deployment and operational costs compared to the benefits and savings the project provides.
- A description of 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.
  - Lessons learned and recommendations for future deployment strategies to optimize transportation efficiency and multimodal system performance.

Award Administration

Two options for award administration:

- Allocation to a State DOT
- Direct award from FHWA

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
- Final Report

QUESTIONS

Questions

Questions may be forwarded to:

- ATTAIN@dot.gov

Questions and Answers will be posted to:

- www.grants.gov

ATTAIN information is also available at:

- www.ops.fhwa.dot.gov/bipartisan-infrastructure-law

Thank you for joining today's webinar!