

ADVANCED TRANSPORTATION TECHNOLOGY & INNOVATION PROGRAM (ATTAIN)

ALSO KNOWN AS ADVANCED TRANSPORTATION TECHNOLOGIES AND INNOVATIVE MOBILITY DEPLOYMENT (ATTIMD) PROGRAM



PART I: BACKGROUND

PROGRAM SUMMARY

The Advanced Transportation Technology and Innovation Program (ATTAIN) awards 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. FHWA intends for these model technology deployments to help 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.

Previously known as the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program under the FAST Act, the ATTAIN program has been renewed under the Infrastructure Investment and Jobs Act (IIJA) with \$300M in funding from FY2022 to FY 2026. Eligible applicants include State Agencies, Transit Agencies, Metropolitan Planning Organizations (MPOs), Local Governments, and Research or Academic Institutions.



FUNDING INFORMATION

Fiscal Year	Funding Source	Total Funding	Max Award	Match Req.	Funding and Obligation Restrictions
2023-2024	Bipartisan Infrastructure Law	\$120M (\$60M each fiscal year)	\$12M each fiscal year	20%	<ul style="list-style-type: none"> Award at least 5 and not more than 10 eligible entities per fiscal year (10 to 20 total) Two-to-four-year period of performance after execution of grant agreement At least 20% (\$12M) per fiscal year shall be reserved for projects serving rural areas (\$24M total) Recipients may use not more than 5 percent of the funds awarded each fiscal year to carry out planning and reporting requirements
2022	Bipartisan Infrastructure Law	\$60M	\$12M	20%	<ul style="list-style-type: none"> Similar to FY2023-2024 NOFO
2021	FAST Act	\$60M	\$12M	50%	<ul style="list-style-type: none"> Similar to FY2023-2024 NOFO No rural set-aside

ATLANTA REGION APPLICATION AND AWARD HISTORY

No applications or awards since the adoption of IIJA

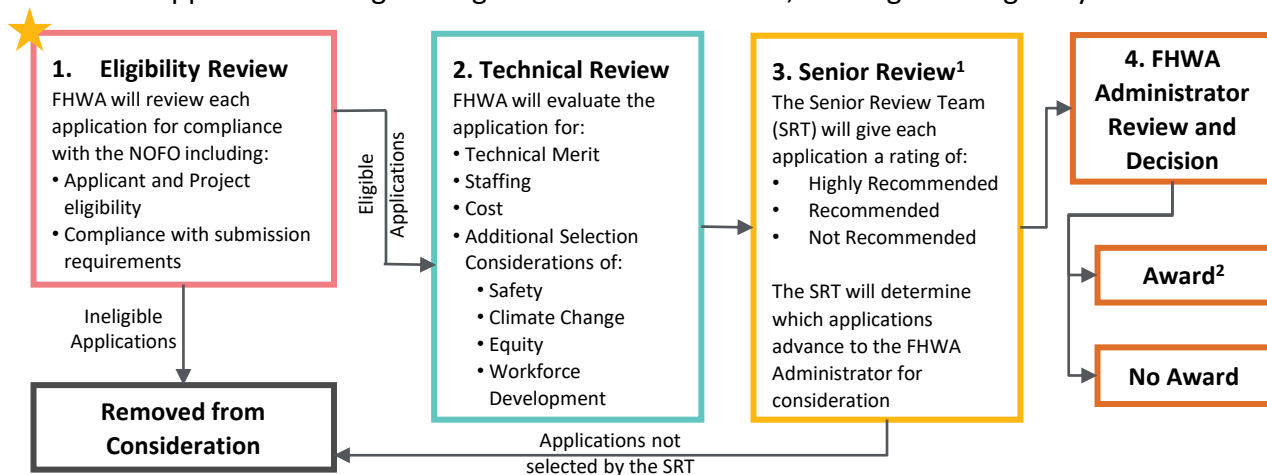
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PART II: APPLICATION EVALUATION INFORMATION

Applications will go through four rounds of review, starting with Eligibility:



1. The SRT will not provide numerical scores as part of their evaluations, nor will projects be ranked within the rating group they are assigned.
2. Awards can be distributed through the applying state's DOT or to the awardee directly from the FHWA

Application Rating Rubric:

	ATTAIN Program Objectives	NOFO Criteria	Risk of Unsuccessful Deployment ³	Addresses Key Areas
Highly Recommended	Application and proposed technology aligns extremely well	Application meets or exceeds the NOFO requirements and demonstrates excellent alignment with merit criteria	Application represents low to moderate risk of unsuccessful deployment	Project must address at least one area from each of the following considerations: • Administration Priorities ⁴ • DOT Priority Areas ⁵
Recommended	Application and proposed technology substantially aligns	Application meets the NOFO requirements and demonstrates sound alignment with merit criteria	Application represents low to moderate risk of unsuccessful deployment	Project must address at least one area from each of the following considerations: • Administration Priorities ⁴ • DOT Priority Areas ⁵
Not Recommended	Application and proposed technology does not align	Application does not demonstrate sufficient technical merit	Application includes risk factors that contribute to a moderate to high risk of unsuccessful deployment	N/A

3. This assessment of risk applies only to the content of the application and is not an assessment of the risk posed by the applicant
4. Administration Priorities include Safety, Climate Change and Sustainability, Equity, Workforce Development, Job Quality, and Wealth Creation
5. DOT Priority Areas include State of Good Repair, Integration of Intelligent Transportation Systems with the Smart Grid, Advanced Public Transportation Systems, Efficiency of Freight Movement, the ROUTES initiative, the Complete Trip Program, and Data Availability

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USDOT GUIDANCE FOR APPLICANTS¹

The information below summarizes USDOT’s expressed priorities for projects funded by IIJA programs as depicted in the most recent NOFO

- **Support USDOT Strategic Goals:**

USDOT has expressed its desire to support projects that improve safety, economic strength and global competitiveness, equity and climate and sustainability consistent with its strategic goals

- **Align with Priorities in Executive Order 14052 (IIJA):**

IIJA priorities are to invest efficiently focusing on measurable outcomes for the American people, promote the competitiveness of the U.S. economy according to the Build America, Buy America Act, improve job opportunities by focusing on high labor standards including prevailing wages and fair chance to join a union, strengthen infrastructure resilience to all hazards including climate change, invest equitably through programs like Justice40, and to effectively coordinate with State, local, Tribal, and territorial government partners

- **Prioritize Transportation Equity and Environmental Justice Policies:**

Outlined in Executive Orders 13985 and 14008, best practice equity assessment tools identified by the OMB include the U.S. Census Community Resilience Estimates, Opportunity Atlas, and Spatial Equity tool from the Urban Institute; goals of the National Climate Task Force established by E.O. 14008 include reduction of U.S. greenhouse gas emissions by 50-52% below 2005 levels by 2030 and achieving a net-zero emissions economy by 2050

PART III: AWARD TRENDS AND INSIGHTS

- Since FY2018, 48 awards have been given out across 31 states with an award profile of:

Minimum Award ¹	Median Award	Average Award	Maximum Award ²
\$1M	\$4.6M	\$5.1M	\$12M

1. There is no statutory minimum award amount

2. Maximum award amount allowed is \$12M. Only one project has been awarded the maximum amount since 2018

- FY2022 is the first year since FY2018 that did not award the maximum of 10 awards, resulting in a higher average award

	Average Award	Number of Awards
FY2018	\$5.3M	10
FY2019	\$4.3M	10
FY2020	\$5M	10
FY2021	\$4.5M	10
FY2022	\$6.6M	8

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Post-IIJA and Pre-IIJA Funding Allocation Per Applicant Type

Funding Source	City	County	MPO	Other	State	Transit Authority
Pre-IIJA (FY18-FY21)	7%	2%	7%	9%	59%	16%
Post-IIJA (FY22)	0%	2%	0%	18%	74%	6%

State DOTs received a higher allocation post-IIJA – State DOTs received 74% (5 awards) of the funding allocated for FY22, despite only submitting 14 applications (25% of the applicant pool)

ATCMTD/ATTAIN AWARD DATA SINCE 2018¹

Applicant Type	Awarded	Not Awarded	Success Rate	Total Funding
City	4	58	6%	\$15.5M
County	2	13	13%	\$5.6M
MPO	2	10	17%	\$12.3M
Transit Authority ²	7	32	18%	\$30.8M
Other ³	4	15	21%	\$37.2M
DOT	29	43	40%	\$142.7M
Overall	48	171	22%	\$244M

State DOTs have had the highest success - State DOTs have had the highest success rate (40%) and received the most funding (\$143M) since 2018. They are also the only applicant type that has received at least one award every year since 2018

1. Applicant data prior to FY2018 is not available
2. Transit Authorities includes, Public Transit, Toll, and Port Authority applicants
3. Other includes Universities, Research Organizations, and Private Industry applicants (pre-IIJA)

APPENDIX: SOURCES & LINKS

DATA SOURCES

- [ATCMTD Fact sheet](#)
- [All awarded ATTAIN projects FY22](#)
- [ATTAIN 2022 Award Fact Sheets](#)
- [ATTAIN FY22 Press Release](#)
- [ATTAIN 2022 NOFO](#)
- [FY23-FY24 ATTAIN NOFO](#)

ADDITIONAL RESOURCES

- [Local Government Infrastructure Hub](#)
- [National League of Cities – 10 Ways to Make Your Local Match for Federal Projects](#)