

The [ATTAIN program](#) provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. The application closes **July 27th, 2026**. Please see the attached Notice of Funding Opportunity for additional details:

Eligible Activities

Grant recipients may use funds under this program to deploy the following advanced transportation and congestion management technologies—

- advanced transportation technologies to improve emergency evacuation and responses by Federal, State, and local authorities;
- integrated corridor management systems;
- advanced parking reservation or variable pricing systems;
- electronic pricing, **[NEW] 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 **[NEW] on-demand transportation service** technologies, such as dynamic ridesharing and **[NEW] other shared-use mobility applications** and information systems to support human services for elderly and disabled individuals;
- 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
- advanced transportation technologies, in accordance with research areas described in the DOT's 5-year transportation research and development strategic plan (section 6503 of title 49, United States Code). [§ 13006(b)(6); 23.U.S.C. 503(c)(4)(E)]

Eligible Entities

- a State or local government or political subdivision thereof;
- a transit agency;
- **[NEW]** any metropolitan planning organization (MPO) (vs. under the FAST Act, only MPOs that represented a population of more than 200,000);
- a multijurisdictional group made up of the above eligible applicants, with a signed agreement to implement the initiative across jurisdictional boundaries; and
- a consortium of research or academic institutions. [§ 13006(b)(11); 23 U.S.C. 503(c)(4)(N)]

Project Selection

The IIJA requires the Secretary to develop criteria for selection of an eligible entity to receive a grant, including how the proposed deployment of technology will—

- **[NEW]** improve the mobility of people and goods;
- **[NEW]** improve the durability and extend the life of transportation infrastructure;
- reduce costs and improve return on investments, including through **[NEW] optimization** of existing transportation capacity;
- **[NEW] Protect the environment and** deliver environmental benefits that alleviate congestion and streamline traffic flow;
- measure and improve the operational performance of the applicable transportation network;
- reduce the number and severity of traffic crashes and increase driver, passenger, and pedestrian safety;
- collect, disseminate, and use real-time traffic, **[NEW] work zone, weather, transit, [NEW] paratransit,** parking, and other transportation-related information to improve mobility, reduce congestion, and provide for more efficient, accessible, **[NEW] and integrated transportation and transportation services;**
- **[NEW] 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 providing for the efficient and reliable movement of goods and services;
- accelerate the deployment of vehicle-to-vehicle, vehicle-to-infrastructure, **[NEW] vehicle-to-pedestrian,** autonomous vehicles, and other technologies; or
- **[NEW] incentivize travelers—**
 - **to share trips during periods in which travel demand exceeds system capacity; or**
 - **to shift trips to periods in which travel demand does not exceed system capacity.** [§ 13006(b)(3); 23 U.S.C. 503(c)(4)(B)]