

119TH CONGRESS
2D SESSION

S. 3906

To amend title 23, United States Code, to require the Secretary of Transportation to develop a national infrastructure intelligence tool for congestion mitigation, and for other purposes.

IN THE SENATE OF THE UNITED STATES

FEBRUARY 24, 2026

Mr. CORNYN (for himself and Ms. ALSOBROOKS) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To amend title 23, United States Code, to require the Secretary of Transportation to develop a national infrastructure intelligence tool for congestion mitigation, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Need for Speed Act”.

5 **SEC. 2. NATIONAL INFRASTRUCTURE INTELLIGENCE TOOL.**

6 (a) IN GENERAL.—Chapter 5 of title 23, United
7 States Code, is amended by inserting after section 505 the
8 following:

1 **“§ 506. National infrastructure intelligence tool**

2 “(a) IN GENERAL.—The Secretary, in coordination
3 with relevant Federal agencies and departments, as appro-
4 priate, shall engage with a university-based transportation
5 research institute with a history of research related to
6 traffic and freight mobility, safety, freight and supply
7 chains (including truck parking), asset conditions, conges-
8 tion mitigation, performance measurement and manage-
9 ment, and data integration, to develop and maintain a na-
10 tional infrastructure intelligence tool with consistent data
11 aligned to a roadway inventory network database, such as
12 the official public highway performance monitoring sys-
13 tem, for use by the Department of Transportation, State
14 and local transportation agencies, metropolitan planning
15 organizations, other transportation agencies, coalitions of
16 public agencies, and regional planning agencies.

17 “(b) PURPOSE.—The tool developed pursuant to sub-
18 section (a) shall serve as a consistent and ongoing national
19 congestion mitigation resource to leverage and integrate
20 relevant Federal, State, local, and private, but publicly
21 available, data sets with the official public highway per-
22 formance monitoring system or roadway inventory net-
23 work—

24 “(1) to identify the locations of congestion;

25 “(2) to provide context to determine the cause
26 of congestion;

1 “(3) to quantify impacts of congestion; and

2 “(4) to enable the expeditious deployment of
3 congestion mitigation resources through investment
4 and operational decisions.

5 “(c) COMPONENTS.—In developing the tool pursuant
6 to subsection (a), the Secretary shall leverage and include
7 the following types of publicly available data sources and
8 measures:

9 “(1) The official highway performance moni-
10 toring system or roadway inventory network used by
11 States and the Department of Transportation.

12 “(2) The following data sources, leveraging ex-
13 isting data sources to the extent possible, which
14 shall be aligned with the official highway perform-
15 ance monitoring system or roadway inventory net-
16 work:

17 “(A) A national speed data set, including
18 operating speeds and posted speed limits, with
19 not less than 3 years of historical data for all
20 available public, paved roads functionally classi-
21 fied 1 through 6.

22 “(B) A national vehicle origin and destina-
23 tion information dataset with not less than 3
24 years of historical data on all public road travel.

25 “(C) Crash and other relevant safety data.

1 “(D) Asset condition data, such as data
2 available in the Highway Performance Moni-
3 toring System dataset of the Federal Highway
4 Administration.

5 “(E) Commodity data, including type, ton-
6 nage, and value of commodities on the roadway.

7 “(F) Truck parking demand and supply
8 data, as available.

9 “(3) Federal congestion performance measure-
10 ment resources, such as the Urban Congestion Re-
11 port of the Federal Highway Administration and re-
12 lated performance measurement materials.

13 “(4) The performance measures for safety and
14 infrastructure condition established pursuant to sec-
15 tion 150(c).

16 “(5) The Freight Mobility Trends tool of the
17 Federal Highway Administration.

18 “(6) The Urban Mobility Report of the Texas
19 A&M Transportation Institute.

20 “(7) Relevant State and local congestion and
21 infrastructure intelligence tools, as appropriate, such
22 as—

23 “(A) the Texas Department of Transpor-
24 tation Texas Top 100 Congested Road Seg-

1 ments annual assessment and the associated
2 Texas Assessment of Congested Roadways Tool;
3 “(B) the Texas Congestion Management
4 Process Assessment Tool;
5 “(C) the Texas Truck Congestion Analysis
6 Tool;
7 “(D) the University of Maryland Center
8 for Advanced Transportation Technology Lab
9 causes of congestion tool and methodology;
10 “(E) the Texas Freight Fluidity Tool;
11 “(F) the Maryland Department of Trans-
12 portation Truck Parking Tool;
13 “(G) the Maryland Roadway Performance
14 Tool; and
15 “(H) the University of Maryland Center
16 for Advanced Transportation Technology Lab
17 Regional Integrated Transportation Informa-
18 tion System resource.
19 “(8) Other relevant sources, new data, and
20 measures, as determined appropriate by the Sec-
21 retary.
22 “(d) UPDATES.—The Secretary shall update the tool
23 developed pursuant to subsection (a) as necessary, but not
24 less frequently than annually.

1 “(e) CONSULTATION.—The Secretary shall consult
 2 with State departments of transportation, transportation
 3 advocacy organizations, and other appropriate organiza-
 4 tions, as determined by the Secretary, in the development
 5 of the tool pursuant to subsection (a).

6 “(f) AUTHORIZATION OF APPROPRIATIONS.—

7 “(1) IN GENERAL.—There is authorized to be
 8 appropriated out of the Highway Trust Fund (other
 9 than the Mass Transit Account) \$50,000,000 to
 10 carry out this section.

11 “(2) AVAILABILITY.—Notwithstanding any
 12 other provision of law, the amounts made available
 13 under paragraph (1) shall be available for a period
 14 of 5 fiscal years.

15 “(3) ADDITIONAL FUNDS.—Amounts made
 16 available under paragraph (1) shall be in addition to
 17 any amounts otherwise made available to carry out
 18 this section, including through an appropriations
 19 Act.”.

20 (b) CLERICAL AMENDMENT.—Chapter 5 of title 23,
 21 United States Code, is amended by inserting after the
 22 item relating to section 505 the following:

“506. National infrastructure intelligence tool.”.

