

114TH CONGRESS
1ST SESSION

H. R. 3825

To improve transportation safety, efficiency, and system performance through innovative technology deployment and operations.

IN THE HOUSE OF REPRESENTATIVES

OCTOBER 23, 2015

Mr. TAKANO introduced the following bill; which was referred to the
Committee on Transportation and Infrastructure

A BILL

To improve transportation safety, efficiency, and system performance through innovative technology deployment and operations.

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 “Intelligent Tech-
5 nologies Initiative Act of 2015”.

6 **SEC. 2. DEFINITIONS.**

7 In this Act, the following definitions apply:

8 (1) **ELIGIBLE ENTITY.**—The term “eligible enti-
9 ty” means a State or local government, including a
10 territory of the United States, tribal government,

1 transit agency, port authority, metropolitan planning
2 organization, or other political subdivision of a State
3 or local government or a multi-State or multi-juris-
4 dictional group applying through a single lead appli-
5 cant.

6 (2) ITS.—The term “ITS” means intelligent
7 transportation systems.

8 (3) MULTI-JURISDICTIONAL GROUP.—The term
9 “multi-jurisdictional group” means a combination of
10 State governments, locals governments, metropolitan
11 planning agencies, transit agencies, or other political
12 subdivisions of a State that have signed a written
13 agreement to implement the Intelligent Technology
14 Initiative across jurisdictional boundaries. Each
15 member of the group, including the lead applicant,
16 must be an eligible entity to receive a grant under
17 this Act.

18 (4) SECRETARY.—The term “Secretary” means
19 the Secretary of Transportation.

20 **SEC. 3. INTELLIGENT TECHNOLOGY INITIATIVE.**

21 (a) ESTABLISHMENT OF PROGRAM.—Not later than
22 6 months after the date of enactment of this Act, the Sec-
23 retary shall establish an Intelligent Technology Initiative
24 to provide grants to eligible entities to establish deploy-
25 ment sites for large scale installation and operation of ITS

1 to improve safety, efficiency, system performance, and re-
2 turn on investment. The Secretary shall develop criteria
3 for selection of an eligible entity to receive a grant, includ-
4 ing how the deployment of technology will enable the re-
5 cipient—

6 (1) to reduce costs and improve return on in-
7 vestments, including through the enhanced utiliza-
8 tion of existing transportation capacity;

9 (2) to deliver environmental benefits and reduce
10 energy consumption by alleviating congestion and
11 streamlining traffic flow;

12 (3) to measure and improve the operational per-
13 formance of its transportation network;

14 (4) to reduce the number and severity of traffic
15 collisions and increase driver, passenger, and pedes-
16 trian safety;

17 (5) to collect, disseminate, and utilize real-time
18 traffic, transit, parking, and other transportation-re-
19 lated information to improve mobility, reduce con-
20 gestion, and provide for more efficient and accessible
21 transportation alternatives;

22 (6) to monitor transportation assets to improve
23 infrastructure management, reduce maintenance
24 costs, prioritize investment decisions, and ensure a
25 state of good repair; and

1 (7) to deliver economic benefits by reducing
2 delays, improving system performance, and providing
3 for the efficient and reliable movement of goods and
4 services.

5 (b) REQUEST FOR APPLICATIONS.—Not later than 6
6 months after the date of enactment of this Act, the Sec-
7 retary shall request applications in accordance with sec-
8 tion 4 for participation in the Intelligent Technology Ini-
9 tiative.

10 **SEC. 4. GRANT PROGRAM.**

11 (a) GRANT APPLICATION.—To be considered for a
12 grant under this Act, an eligible entity shall submit an
13 application to the Secretary that includes the following:

14 (1) DEPLOYMENT PLAN.—A plan to deploy and
15 provide for the long-term operation and maintenance
16 of intelligent transportation systems to improve safe-
17 ty, efficiency, system performance, and return on in-
18 vestment, such as—

19 (A) real-time integrated traffic, transit,
20 and multimodal transportation information;

21 (B) advanced traffic, freight, parking, and
22 incident management systems;

23 (C) collision avoidance systems;

24 (D) advanced technologies to improve tran-
25 sit and commercial vehicle operations;

1 (E) synchronized, adaptive, and transit
2 preferential traffic signals;

3 (F) advanced infrastructure condition as-
4 sessment technologies; and

5 (G) other technologies to improve system
6 operations, including ITS applications necessary
7 for multimodal systems integration and for
8 achieving performance goals.

9 (2) OBJECTIVES.—Quantifiable system per-
10 formance improvements, including reducing traffic-
11 related crashes, congestion, and costs, optimizing
12 system efficiency, and improving access to transpor-
13 tation services.

14 (3) RESULTS.—Quantifiable safety, mobility,
15 and environmental benefit projections including data
16 driven estimates of how the project will improve the
17 region’s transportation system efficiency and reduce
18 traffic congestion.

19 (4) PARTNERSHIPS.—A plan for partnering
20 with the private sector, public agencies including
21 multimodal and multi-jurisdictional entities, research
22 institutions, organizations representing transpor-
23 tation and technology leaders, and other transpor-
24 tation stakeholders.

1 (5) LEVERAGING.—A plan to leverage and opti-
2 mize existing local and regional ITS investments.

3 (6) INTEROPERABILITY.—A plan to ensure
4 interoperability of deployed technologies with other
5 tolling, traffic management, and intelligent transpor-
6 tation systems.

7 (b) GRANT SELECTION.—

8 (1) GRANT AWARDS.—Not later than 1 year
9 after the date of enactment of this Act, the Sec-
10 retary shall award a grant to not more than 6 eligi-
11 ble entities with funds available for up to 5 fiscal
12 years.

13 (2) GEOGRAPHIC DIVERSITY.—In awarding a
14 grant under this section, the Secretary shall ensure,
15 to the extent practicable, that grant recipients rep-
16 resent diverse geographic areas of the United States,
17 including urban, suburban, and rural areas.

18 **SEC. 5. USES OF FUNDS.**

19 A grant recipient may use funds authorized in this
20 Act to deploy, operate, and maintain ITS and ITS-enabled
21 operational strategies, including—

22 (1) advanced traveler information systems;

23 (2) advanced transportation management tech-
24 nologies;

1 (3) infrastructure maintenance, monitoring, and
2 condition assessment;

3 (4) advanced public transportation systems;

4 (5) transportation system performance data col-
5 lection, analysis, and dissemination systems;

6 (6) advanced safety systems, including vehicle-
7 to-vehicle and vehicle-to-infrastructure communica-
8 tions and other collision avoidance technologies;

9 (7) integration of intelligent transportation sys-
10 tems with the Smart Grid and other energy distribu-
11 tion and charging systems;

12 (8) electronic pricing and tolling systems; and

13 (9) advanced mobility and access technologies,
14 such as dynamic ridesharing and information sys-
15 tems to support human services for elderly and dis-
16 abled Americans.

17 **SEC. 6. REPORTS.**

18 (a) REPORT TO SECRETARY.—Not later than 1 year
19 after an eligible entity receives a grant award under this
20 Act and each year thereafter, each grant recipient shall
21 submit a report to the Secretary that describes—

22 (1) deployment and operational cost compared
23 to the benefits and savings from the pilot program
24 and compared to other alternative approaches; and

1 (2) how the project has met the original expect-
2 tation as projected in the deployment plan submitted
3 with the application, including—

4 (A) data on how the program has helped
5 reduce traffic crashes, congestion, costs, and
6 other benefits of the deployed systems;

7 (B) data on the effect of measuring and
8 improving transportation system performance
9 through the deployment of advanced tech-
10 nologies;

11 (C) the effectiveness of providing real-time
12 integrated traffic, transit, and multimodal
13 transportation information to the public to
14 make informed travel decisions; and

15 (D) lessons learned and recommendations
16 for future deployment strategies to optimize
17 transportation efficiency and multimodal system
18 performance.

19 (b) REPORT TO CONGRESS.—Not later than 2 years
20 after grants have been allocated and each year thereafter,
21 the Secretary shall submit a report to Congress that de-
22 scribes the effectiveness of grant recipients in meeting
23 their projected deployment plan, including data on how the
24 program has—

1 (1) reduced traffic-related fatalities and inju-
2 ries;

3 (2) reduced traffic congestion and improved
4 travel time reliability;

5 (3) reduced transportation-related emissions;

6 (4) optimized multimodal system performance;

7 (5) improved access to transportation alter-
8 natives;

9 (6) provided the public with access to real-time
10 integrated traffic, transit, and multimodal transpor-
11 tation information to make informed travel deci-
12 sions;

13 (7) provided cost savings to transportation
14 agencies, businesses, and the traveling public; and

15 (8) provided other benefits to transportation
16 users and the general public.

17 (c) **ADDITIONAL GRANTS.**—If the Secretary deter-
18 mines from a grant recipient’s reports that the recipient
19 is not carrying out the requirements of the grant, the Sec-
20 retary may cease to provide any additional grant funds
21 to the recipient. The Secretary shall have the authority
22 to redistribute remaining funds to select additional eligible
23 entities for a program under this Act.

24 **SEC. 7. AUTHORIZATION OF APPROPRIATIONS.**

25 (a) **FUNDING.**—

1 (1) IN GENERAL.—There are authorized to be
2 appropriated out of the Highway Trust Fund to
3 carry out this Act—

4 (A) \$200,000,000 for fiscal year 2015;

5 (B) \$200,000,000 for fiscal year 2016;

6 (C) \$200,000,000 for fiscal year 2017;

7 (D) \$200,000,000 for fiscal year 2018;

8 (E) \$200,000,000 for fiscal year 2019; and

9 (F) \$200,000,000 for fiscal year 2020.

10 (2) CONTRACT AUTHORITY.—Funds authorized
11 under this subsection shall be available for obligation
12 in the same manner as if the funds were apportioned
13 under chapter 1 of title 23, United States Code, ex-
14 cept that such funds shall not be transferable, the
15 obligation limitations shall not apply to such funds,
16 and shall remain available until expended.

17 (b) GRANT LIMITATION.—The Secretary may not
18 award more than 25 percent of the amount appropriated
19 under this Act to a single grant recipient.

20 (c) EXPENSES FOR GRANT RECIPIENTS.—A grant
21 recipient under this Act may use not more than 5 percent
22 of the grant award each fiscal year to carry out planning
23 and reporting requirements.

24 (d) EXPENSES FOR SECRETARY.—Before awarding
25 grant funds under this Act, the Secretary may set aside

- 1 \$3,000,000 each fiscal year for program reporting, evalua-
- 2 tion, and administrative costs.

