The INVEST in America Act provides $494 billion over five years for surface and rail transportation investments. Included is $411 billion over five years from the Highway Trust Fund (HTF) for highway, transit, safety, and research programs, a 46 percent increase over current investment levels. It provides $319 billion for the Federal-aid highway program under the Federal Highway Administration (FHWA), $105 billion for transit programs under the Federal Transit Administration (FTA), $4.6 billion for highway safety programs under the National Highway Traffic Safety Administration (NHTSA), $5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration (FMCSA), and $60 billion for rail programs. The INVEST in America Act strengthens FAST Act intelligent transportation systems technology as eligible activities under several federal-aid funding programs. House Majority Leader Steny Hoyer, (D-MD), said he hopes to have the bill on the House Floor by mid-July at the latest, and it is expected to be marked up in the next two to three weeks. The following is a summary of the bill’s technology policies compared to ITS America’s FAST Act reauthorization platform: Moving People, Data, and Freight: Safer. Greener. Smarter.

**ITS America Policy: Flexible funding to offset the loss in revenues for state, county, and city departments of transportation, transit agencies, and public authorities.**

**DIVISION A – COVID-19 RESPONSE AND RECOVERY**

Sec. 101. Extension of Federal surface transportation programs.

The bill provides $83.1 billion in FY21 to ensure states, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis by extending FY20 enacted levels for Federal-aid highway, transit, and safety programs through FY21. The bill provides additional administrative expenses out of the Highway Trust Fund for FHWA and NHTSA and out of the General Fund for FTA. Highway, transit, and safety funds are made available at 100 percent federal share to eliminate the need for a match in FY21. In summary, INVEST in America is effectively a 5-year bill, and while the bill’s higher funding levels would take effect immediately, it is only carrying over FAST Act policies (no new policy changes for FY21). The new policy will go into effect FY22 – FY25. The first year is, in many ways, an extension of the FAST Act with all programs at existing levels. The bill increases funding for highway and transit programs and puts the delta into a super flexible pot of money to help states and transit with broad flexibility.

Sec. 102. Federal Highway Administration.

Authorizes an additional $14.742 billion in contract authority from the Highway Account above FY20 levels, provides an equal amount of obligation authority to be distributed with these funds, and distributes these amounts according to existing formulas. Funds made available under this section may be used for the broadest construction eligibilities under the Federal-aid highway program, as well as for transportation-related administrative expenses, including salaries and benefits. Allows any highway funds obligated in FY21 to be up to 100 percent Federal share, except for obligations under the Nationally Significant Freight and Highway
Projects (INFRA), the TIFIA program, or advanced construction. Distributes the funds among states in the proportion to their share of total FY20 authorized funds. Sub-allocates the funds made available to the states in the same proportion as the total funds apportioned to them were sub-allocated in FY2020. Exempts funds obligated on administrative expenses from transportation planning requirements.

Sec. 103. Federal Transit Administration.

Authorizes an additional $5.79 billion in contract authority from the Mass Transit Account above FY20 levels and allows funds obligated in FY21 to be up to 100 percent Federal share. Distributes funds through the 5307, 5310, and 5311 programs in the same ratio as such funds were provided in FY20. Allows funds to be used for both capital and operating expenses, including the purchase of personal protective equipment and paying for administrative leave costs due to reductions in service. Requires transit agencies to use these funds, to the maximum extent possible, for payroll and provision of public transit service. Increases the base authorization for the Capital Investment Grants (CIG) program by $958 million above FY20 levels and provides an additional authorization for such sums as may be necessary through an emergency CIG authorization to allow project sponsors to increase their Federal share to account for lost local revenue sources due to COVID-19. Provides authority for CIG project sponsors to defer to later years their local share payments. Waives the application of the Rostenkowski test to the Mass Transit Account for FY21.


Provides an additional $244.5 million in contract authority in FY21 for NHTSA highway safety programs. Provides that activities carried out in FY21 shall be at 100 percent Federal share and extends the period of availability for funds by one year that would otherwise expire in FY21.

Sec. 105 Federal Motor Carrier Safety Administration.

Provides an additional $209.9 million in contract authority FY21 for FMCSA motor carrier safety programs. Allows FMCSA to provide financial assistance to states for carrying out motor carrier safety activities in FY21 at a Federal share of up to 100 percent, to waive maintenance of effort requirements in FY21, and to extend the period of availability for grant funds by one year.

**ITS America Policy: Increase Investments in Research and Deployment of Intelligent Transportation Technologies**

**TITLE V—INNOVATION**

Sec. 5001. Authorization of appropriations.

Authorizes $2.2 billion in contract authority for FY22 through FY25 for research programs.

Sec. 5101. Highway Research and Development Program. [23 USC 503(b)]
Increases funding to $144 million for FY22 through FY25 for the Highway Research and Development Program and removes set-asides that previously took funding away from critical research activities, including ATCMTD. Adds greenhouse gas emissions reduction to the objectives of the Highway Research and Development Program.

Sec. 5104. University Transportation Centers Program. [49 USC 5505]

Increases funding to $96 million for FY22 through FY25 for the University Transportation Centers Program. Adds focused research on transit, connected and automated vehicles, bicyclist and pedestrian safety, surface transportation workforce issues, and climate change.

Sec. 5201. Technology and Innovation Deployment Program. [23 USC 503(c)]

More than doubles funding to $152 million for FY22 through FY25 for the Technology and Innovation Deployment Program. Adds greenhouse gas emissions reduction to the objectives of the FHWA Technology and Innovation Deployment Program (TIDP).

Subtitle C – Emerging Technologies

Sec. 5302. Intelligent Transportation Systems Program. [23 USC 513-516]

Adds consideration of greenhouse gas emissions reduction throughout the Intelligent Transportation Systems Program. Reauthorizes the ITS Program Advisory Committee. Removes set-asides that previously took funding away from intelligent transportation activities, including ATCMTD.

Sec. 5303. National Highly Automated Vehicle and Mobility Innovation Clearinghouse. [49 USC 5507]

Establishes a national clearinghouse at a university to research the impacts of highly automated vehicles and mobility innovation (Mobility on Demand and Mobility as a Service) on land use, urban design, transportation, real estate, accessibility, municipal budgets, social equity, and the environment.

Sec. 5304. Study on safe interactions between automated vehicles and road users. Directs the United States Department of Transportation (USDOT) to study how automated vehicles will safely interact with general road users, including vulnerable road users such as bicyclists and pedestrians. Includes numerous safety considerations to ensure that the study accounts for the complexities of the surface transportation system and its many users. Establishes a working group of road users to guide the study.

Sec. 5305. Non-Traditional and Emerging Transportation Technology Council. [49 USC 118] Authorizes the Non-Traditional and Emerging Transportation Technology (NETT) Council to develop cohesive regulatory practices for novel transportation technologies presented to USDOT.

Sec. 5306. Hyperloop transportation. Directs the NETT Council to issue guidance within 18 months of enactment to establish a clear regulatory framework for hyperloop transportation.

Sec. 5301. Safe, efficient mobility through advanced technologies. [23 USC 503(c)(4)]

Renames the ATCMTD program to the Safe, Efficient Mobility through Advanced Technology (SEMAT) Program. Focuses the program’s objectives on mobility, safety, and greenhouse gas emissions reduction. Requires the Secretary of Transportation to prioritize programs that will improve mobility, decrease congestion, increase safety, and reduce emissions. Expands eligible uses of funds to include vehicle-to-pedestrian safety systems, vulnerable road user safety systems, and Mobility on Demand activities. Enhances reporting requirements. Increases funding to $70 million per year from the Technology Innovation Deployment Program, which would receive a doubling of funding to $152 million for FY22 through FY25 and expands the Federal share of the program to 80 percent.

ITS America Policy: Invigorate the ITS Program Advisory Committee.

Sec. 5302. Intelligent transportation systems program. [23 USC 513-516]

Reauthorizes the ITS Program Advisory Committee.

ITS America Policy: Support a National Vehicle Miles Traveled (VMT) Program.

Subtitle D – Surface Transportation Funding Pilot Programs

Sec. 5402. National surface transportation system funding pilot. Establishes a new five-year national VMT pilot program. Directs the Secretary to solicit participants from all 50 states and the District of Columbia. Incorporates passenger and commercial vehicles, including vehicle fleets. Provides flexibility for the type of revenue-collection mechanism used in the pilot, including successful VMT pilots implemented at the state level. Directs collected revenue to the Highway Trust Fund. The bill nearly doubles funding for VMT pilots across the country, encouraging states to begin implementing successful VMT programs and expands the scope to include cybersecurity. The objectives of the pilot program are to (A) test the design, acceptance, implementation, and financial sustainability of a national per-mile user fee; (B) address the need for additional revenue for surface transportation infrastructure and a national per-mile user fee; and (C) provide recommendations regarding adoption and implementation of a national per mile user fee.

ITS America Policy: Expand the Existing State Pilot Program to Test the Viability of a VMT User Fee Collection System.

Subtitle D – Surface Transportation Funding Pilot Programs

Sec. 5401. State surface transportation system funding pilots.
Nearly doubles funding for state-level VMT pilot programs and directs program dollars towards implementation of successful state programs. Adds cybersecurity to the scope of the pilot programs.

**ITS America Policy: Maintain Congestion Pricing Programs to Reduce Congestion and Raise Revenue to Support Transportation Improvements and Improve Trip Time Reliability.**

Sec. 1110. Tolling. [23 USC 129]

The bill authorizes congestion pricing subject to congestion and air quality impacts on both the toll facility and non-tolled routes onto which traffic might be diverted; planned investments to improve public transportation or other non-tolled alternatives in the corridor; environmental justice and equity impacts; impacts on freight movement; and economic impacts. Ensures that public transportation vehicles and intercity buses can use new toll facilities without paying a toll. Requires that any new toll facilities provide for electronic interoperability with other providers in the region. Additional considerations include impacts on congestion on the facility, adjacent routes and the corridor to ensure that any planned investments in operational improvements or in alternate travel options reduce congestion in the corridor. The bill also strengthens the limitations on surplus revenues to ensure that any additional funds must be used within the corridor to improve operations or capacity of public transportation, operational improvements, or other alternatives to the tolled facility. The language allows toll revenues to be used to fund toll rebate programs for commuters with no reasonable alternative to the toll facility. Toll revenues may only be invested outside the corridor if all the needs of both the facility and the corridor have been met.

**ITS America Policy: Fund the Value Pricing Program.**

Sec. 1110. Tolling. [23 USC 129]

The bill repeals the Value Pricing Pilot; however, congestion pricing is broadly eligible.

**ITS America Policy: Safeguard Critical Transportation Infrastructure from Cybersecurity Threats.**

The bill makes cybersecurity an eligible activity under state VMT pilots.

**ITS America Policy: Establish a Mobility-on-Demand (MOD) Program for the New World of Mobility.**

Sec. 2203. Mobility Innovation. [49 USC 5316] Creates a new flexible set of Federal rules for mobility on demand services integrated with mobility as a service.

The INVEST in America establishes new flexible federal rules for MOD that integrate new technologies with transit. MOD is an eligible activity under Urbanized Area Formula Grants – 5307; Formula Grants for Rural Areas – 5311; and Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310. The program retains basic requirements for safety, Buy America, and labor protections. It includes restrictions on single passenger trips and carbon and particulate emissions and requires a negotiated rulemaking to bring the diverse stakeholders together to negotiate an open data standard necessary to bring the benefits of MOD to more people.
Amounts made available to a covered recipient to carry out sections 5307, 5310, and 5311 may be used by such covered recipient under this section to assist in the financing of (1) Mobility as a Service; and (2) Mobility on Demand services. Except as provided in paragraphs (2), (3), and (4), the Federal share of the net cost of a project carried out under this section shall not exceed 80 percent. The Federal share of the net cost of a project to provide for net operating costs for MOD services shall not exceed 50 percent for any funds provided under section 5307. Notwithstanding paragraph (1), the Federal share of the net cost of mobility as a service shall not exceed 90 percent. Notwithstanding paragraphs (1) and (2), the Federal share of the net cost of a project described in paragraph (1) or (2) shall be reduced by 25 percent if such a project involves an eligible use that uses a vehicle that produces carbon dioxide or particulate matter.

The Secretary shall publish guidance describing eligible activities that are reasonably expected to (A) increase transit ridership; (B) be complementary to fixed route transit service; and (C) demonstrate substantial improvements in (i) environmental metrics, including standards established pursuant to the Clean Air Act and greenhouse gas performance targets established pursuant to section 150(d) of 23 title 23; (ii) traffic congestion; (iii) compliance with the requirements under the Americans with Disabilities Act of 1990; (iv) low-income service to increase access to employment, healthcare, and other essential services; (v) service outside of transit agency operating hours; (vi) low density service; and (vii) rural service.

Amounts used by a covered recipient for projects eligible under this section may not be used for (A) single passenger vehicle miles (in a passenger motor vehicle, as such term is defined in section 32101, that carries fewer than 9 passengers), unless the trip (i) meets the definition of public transportation; and (ii) begins or completes a fixed route public transportation trip; or (B) deadhead vehicle miles.

Sec. 1216. Bicycle transportation and pedestrian walkways. [23 USC 217]

Clarifies that electronic micromobility devices, including scooters, can be used on a bicycle transportation facility similar to electric bicycles and tricycles, subject to state and local safety regulations. The term ‘electric bicycle’ means any bicycle, tricycle, or other motorized conveyance weighing under 100 pounds; with a low-powered electric motor; with a top motor-powered speed not in excess of 20 miles per hour; and that can safely share a bicycle transportation facility with other users of such facility.

Sec. 2102. Chapter 53 Definitions. [49 USC 5302]

Includes bike share under the definition for associated transit improvements.

Sec. 2603. Automated vehicle transit workforce standards.

Prevents a transit agency from deploying an automated vehicle that duplicates, eliminates, or reduces the frequency of existing public transportation service. Requires transit agencies considering transit automated vehicles to develop a workforce development plan describing how the automated vehicle will affect transit workers. Ensures transit workers are given fair notice if their job is jeopardized by a transit automated vehicle. The workforce development plan shall include the following: (A) A description of services offered by existing modes of public transportation in the area served by the recipient that could be affected by the proposed
automated vehicle providing public transportation, including jobs and functions of such jobs. (B) A forecast of the number of jobs provided by existing modes of public transportation that would be eliminated or that would be substantially changed and the number of jobs expected to be created by the proposed automated vehicle providing public transportation over a five- to seven-year period from the date of the publication of the workforce development plan. (C) Identified gaps in skills needed to operate and maintain the proposed automated vehicle providing public transportation. (D) A comprehensive plan to transition, train, or retrain employees that could be affected by the proposed automated vehicle providing public transportation. (E) An estimated budget to transition, train, or retrain employees impacted by the proposed automated vehicle providing public transportation over a five-year period from the date of the publication of the workforce development plan.

**ITS America Policy: Establish a Mobility-on-Demand (MOD) Program for the New World of Mobility:**

Data Sharing Framework that Provides Standardization for the Transfer of Data Among Transportation Operators and Providers.

**Open Data Standards**

Not later than 90 days after the date of enactment of this section, the Secretary shall initiate procedures to develop an open data standard and an application programming interface necessary to carry out this section. The regulations required under paragraph (1) shall enable public transportation agencies, Mobility on Demand providers, Mobility as a Service technology providers, and local governments the efficient means to transfer data to—A) foster the efficient use of transportation capacity; (B) enhance the management of new modes of mobility; (C) enable the use of innovative planning tools; (D) enable single payment systems for all Mobility on Demand services; (E) establish metropolitan planning organization, state, and local government access to anonymized data for transportation planning, real time operations data, and rules; (F) safeguard personally identifiable information; (G) protect confidential business information; and (H) enhance cybersecurity protections. A negotiated rulemaking committee shall have a maximum of 17 members limited to representatives of USDOT, state and local governments, metropolitan planning organizations, urban and rural covered recipients, associations that represent public transit agencies, labor representatives, MOD providers, and Mobility as a Service technology providers.

**ITS America Policy: Make Permanent and Increase Funding for the Mobility-on-Demand Sandbox.**

Sec. 2801. Mobility Innovation Sandbox Program. [49 USC 5312(d)]

Authorizes Mobility on Demand research at $5 million per year and ties it to the types of projects eligible under Section 5316 - Mobility Innovation.
ITS America Policy: Establish a Grant Program to Invest in Electric Vehicle Charging and Hydrogen Fueling Infrastructure.

Sec. 1303. Grants for electric vehicle charging and hydrogen fueling infrastructure to modernize and reconnect America for the 21st century. [23 USC 151]

Establishes a $350 million annual competitive grant program to deploy electric vehicle charging and hydrogen fueling infrastructure. The program will prioritize projects that demonstrate the highest levels of carbon pollution reductions and that are installed on designated alternative fueling corridors. Electric vehicle charging stations installed under this section must be usable by a majority of electric vehicle drivers and accessible to all members of the public. Requires FHWA, in consultation with the Department of Energy, to provide guidance on the deployment of alternative fueling infrastructure.

Sec. 1211. Electric vehicle charging stations. [23 USC 155]

The INVEST in America requires electric vehicle charging stations that receive title 23 funds to be usable by the majority of EV drivers and accessible to all members of the public.

The bill provides $350 million per year for grants for electric vehicle charging and hydrogen fueling infrastructure and focuses funding on designated Alternative Fuel Corridors and projects that demonstrate the most effective emissions reductions.

ITS America Policy: Transportation Technologies to Mitigate Congestion.

Sec. 1301. Projects of National and Regional Significance. [23 USC 117]

Establishes a Projects of National and Regional Significance (PNRS) program, which provides more than $9 billion over the life of the bill for large highway, transit, and passenger and freight rail projects that reduce congestion on roadways and that cannot be funded through annual apportionments or other discretionary sources. Includes the authority for the Secretary to award large grants over multiple years. Directs the Secretary to make grant selections based on merit criteria specified in statute, including the extent to which a project contributes to a state of good repair; cost savings generated by the project over the life of the asset; safety, mobility, economic, resilience, and environmental benefits generated by the project; benefits to all users of the project; and the average number of people or volume of freight supported by the project. The Secretary is also directed to consider whether the project serves an area of persistent poverty; the degree to which the project utilizes innovative technologies or construction techniques; and whether the project improves connectivity between modes of transportation. In awarding a grant under this section, the Secretary shall consider whether the project uses innovative technologies and innovative design and construction techniques. The Infrastructure for Rebuilding America (INFRA) discretionary grant program is now Projects of National and Regional Significance, and the program lifts the multimodal freight cap.

Sec. 1306. Gridlock reduction grants.
Establishes a $250 million grant program to reduce traffic gridlock in large metropolitan areas. Supports projects to reduce and mitigate the adverse impacts of traffic congestion; make better use of existing capacity; and employ innovative, integrated, and multimodal solutions to reducing gridlock. Includes eligibility for intelligent transportation systems, real-time traveler information, transportation demand management, and multimodal solutions. Dedicates half of program funds for freight-specific projects including first-mile and last-mile delivery solutions, use of centralized delivery points, curb space management, and real-time freight parking and routing. Prioritizes projects in areas that are experiencing a high degree of recurrent congestion. The Secretary may award six grants under this section to applicants that submit a comprehensive program of surface transportation-related projects to reduce traffic congestion and related adverse impacts, including a project for one or more of the following: (1) Transportation systems management and operations. (2) Intelligent transportation systems. (3) Real-time traveler information. (4) Traffic incident management. (5) Active traffic management. (6) Traffic signal timing. (7) Multimodal travel payment systems. (8) Transportation demand management, including employer-based commuting programs such as carpool, vanpool, transit benefit, parking cash out, shuttle, or telework programs.

Sec. 1302. Community Transportation Investment Grants. [new 23 USC 173]

Establishes a $600 million per year grant program to support local investments in projects to improve safety, state of good repair, accessibility, environmental quality through infrastructure investments, and includes ITS as an eligible activity. Sets aside a minimum of 25 percent of program funds for projects in rural communities. Requires the Secretary to evaluate projects on their benefits to transportation safety, including reductions in traffic fatalities and serious injuries; to state of good repair, including improved condition of bridges and pavements; to transportation system access, including improved access to jobs and services; and in reducing greenhouse gas emissions and to rate each project based on these criteria. Allows the Secretary to use different weighting of these criteria based on project type, population served by the project, and other context-sensitive considerations. Instructs the Secretary to compare each project’s benefits with its costs, rank projects based on that comparison, and to select grant recipients from among those projects ranked most highly.

**ITS America Policy: Transportation Technologies to Mitigate Climate Change**

The bill provides $250 million per year for Community Climate Innovation Grants to non-state applicants for highway, transit, and rail projects, provided they reduce greenhouse gases. ITS is an eligible activity.

Sec. 1213. Carbon pollution reduction. [new 23 USC 171]

Creates a new carbon pollution reduction apportionment program. Provides broad flexibility to the states to fund projects eligible under title 23 or chapter 53 of title 49, provided that the projects reduce greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Allows states to use up to 10 percent of funds for operating costs of public transportation, intercity passenger rail, and transportation systems management and operations projects. Requires the Secretary to annually evaluate carbon dioxide emissions per capita on public roads in each state and issue an accompanying progress report. States that achieve the most significant reductions in carbon dioxide
emissions will receive additional flexibility in project Federal share and program transferability. States making the least progress in emissions reduction are required to dedicate additional Federal funds to projects that will reduce emissions.

**ITS America Policy: Expand Investments in Advanced Mobility Improvements, Including Smart Truck Parking.**

Sec. 1308. Parking for Commercial Motor Vehicles.

Establishes a $250 million grant program to address the shortage of parking for commercial motor vehicles to improve the safety of commercial motor vehicle drivers. Projects eligible include the use of intelligent transportation systems to facilitate access to publicly and privately provided commercial motor vehicle parking.

**ITS America Policy: Deploy Broadband to Support Intelligent Transportation Technologies: New Authorization to Support Smart Highways and Streets with Broadband Fiber Optic Cable to Make Roads Safer**

Sec. 1603. Broadband infrastructure deployment.

Updates the deadline by which USDOT is required to issue regulations to ensure the coordination of projects within the highway right-of-way with broadband infrastructure deployment projects. Modifies the content of these regulations to ensure that interested broadband entities are notified of projects in the highway right-of-way on which Federal funds will be expended in the coming year. Creates a Dig Once Funding Task Force to estimate the cost of a nationwide “dig once” requirement, and to propose and evaluate options for funding such a requirement.

The state department of transportation, in consultation with appropriate state agencies, shall (A) identify a broadband utility coordinator, who may have additional responsibilities in the state department of transportation or in another state agency, who is responsible for facilitating the broadband infrastructure right-of-way efforts within the state; (B) establish a process for the registration of broadband infrastructure entities that seek to be included in the broadband infrastructure right-of-way facilitation efforts within the state; (C) review existing state broadband plans, including existing dig once requirements of the state or municipal governments within the state, to determine opportunities to coordinate projects occurring within highway rights-of-way with planned broadband infrastructure projects; and (D) establish a process to electronically notify broadband infrastructure entities registered under subparagraph (B)—(i) of the state transportation improvement program on an annual basis; (ii) of all projects within the highway right-of-way for which Federal funding is expected to be obligated in the subsequent fiscal year; and (iii) any opportunities for coordination identified by the state.

Nothing in this section establishes a mandate or requirement that a state install or allow the installation of broadband infrastructure in a highway right-of-way. Nothing in this section authorizes the Secretary to withhold or reserve funds or approval of a project under title 23, United States Code.
ITS America Policy: Build Transformative and Adaptive Infrastructure for Deployment of Intelligent Transportation Technologies to Mitigate Climate Change.

The bill creates a new apportioned program ($6.25 billion for FY22-25) to fund resilience and emergency evacuation needs; requires states and metropolitan planning organizations (MPOs) to develop an infrastructure vulnerability assessment to guide investments under the program; and makes resilience a core part of the Federal-aid highway program, with expanded eligibilities in other apportioned programs and Emergency Relief (ER).

SEC. 1202. INCREASING THE RESILIENCE OF TRANSPORTATION ASSETS.

§ 124. Pre-disaster mitigation program.

The Secretary shall establish and implement a pre-disaster mitigation program to enhance the resilience of the transportation system of the United States, mitigate the impacts of covered events, and ensure the efficient use of Federal resources. Eligible activities include communications and intelligent transportation system equipment and infrastructure to improve the capacity or operation of an evacuation route.

Other Technology Deployment Programs

Sec. 1307. Rebuild rural grants.

Establishes a $250 million grant program to support infrastructure investment in rural communities. Focuses on projects that will improve transportation safety, including on high-risk rural roads, on Federal lands, and at vehicle-wildlife crossings; improve state of good repair, including on off-system bridges; and improve access to jobs and services in support of rural economies. Includes consideration for projects that coordinate transportation projects in the highway right-of-way with proposed broadband infrastructure. The Secretary shall prioritize projects that address coordination of projects in the highway right-of-way with proposed broadband service infrastructure needs.


The bill does not contain language preserving the 5.9 GHz band for V2X. The House Committee on Energy and Commerce has jurisdiction over spectrum policy.