



Photo by: [Reuters](#)

Lawmakers urge USDOT to Speed up V2X Deployments

Leaders on the Transportation and Infrastructure Committee of the U.S. House of Representatives have authored a letter, urging the Department of Transportation to take an active role in helping automakers deploy connected vehicle (CV) technologies. The bipartisan letter points to regulatory uncertainty and the slow pace of waiver approvals as factors deterring widespread CV implementation. Authored by Representatives Peter DeFazio and Sam Graves – the committee’s outgoing and incoming chairmen, respectively – the letter referenced the rising number of traffic deaths in the U.S. and that vehicle-to-everything (V2X) technologies could drastically reduce fatalities on the nation’s roadways.

10 transportation organizations identify 2023 as pivotal year for V2X in the U.S.

Ten advocacy organizations, representing a variety of segments of the transportation sector, signed a [joint statement](#) encouraging the “rapid, widespread deployment of V2X technologies in order to improve safety on American roads.” The organizations state that transportation stakeholders have aligned behind C-V2X technology and call on the FCC to provide much-needed waivers to operate in the 5.9 GHz band.



Photo by: [ITS America](#)



[CIRCLES uses AI & CVs to reduce congestion](#)

Researchers are conducting experiments on a 15-mile segment of I-24 near Nashville, Tennessee, to study the use of CVs and artificial intelligence (AI) to reduce congestion while improving traffic flow and fuel efficiency. The Congestion Impacts Reduction via CAV-in-the-loop Lagrangian Energy Smoothing (CIRCLES) Consortium [conducted a study](#) where 100 CVs programmed to ease congestion and reduce fuel consumption were deployed into general traffic from November 14-18, 2022. The collected data is being analyzed to measure the potential impacts to traffic flow and emissions.



Photo by: [AutoBlog](#)



Photo by: [NextTV](#)

[ATSC 3.0 can provide geo-targeted real-time emergency information](#)

The ATSC 3.0 broadcast standard was demonstrated last month, showcasing the ability to provide geo-targeted information, infotainment, and real-time emergency messages. The technology utilizes a Wi-Fi gateway for distribution, so the broadcasts are individualized to each occupant, and the technology allows “[bring-your-own device](#)” as well as built-in infotainment systems. In addition, the ability to receive geo-targeted broadcasts suggests this technology could be implemented for traffic alerts, work zone warnings, and other applications.

CAV News Bytes is a monthly publication that offers snapshots of some of the latest developments related to Connected and Automated Vehicles (CAVs) and CAV deployments. CAV News Bytes is developed by the Intelligent Transportation Society of America (ITS America) with support from the Connected Automated Vehicle Deployer Task Force.

For more information or to share a CAV-related news story with our team, please visit itsa.org/cav-deployers-task-force/