AMENDMENT TO RULES COMMITTEE PRINT 114–32

OFFERED BY MR. LIPINSKI OF ILLINOIS

At the end of title VI of division A, add the following:

SEC. ___. AUTOMATED AND CONNECTED VEHICLE RESEARCH INITIATIVE.

(a) IN GENERAL.—The Secretary shall establish an Automated and Connected Vehicle Research Initiative to lay the foundation for the broad scale adoption of automated vehicle technology.

(b) CONSULTATION.—In carrying out the Initiative established under subsection (a), the Secretary shall consult with—

(1) the Department of Energy;

(2) the National Institute of Standards and Technology;

(3) the National Science Foundation;

(4) the Office of Science and Technology Policy of the White House; and

(5) other relevant agencies.

(c) RESPONSIBILITIES.—In carrying out the Initiative established under subsection (a), the Secretary shall—

(1) support and conduct research and development on automated and connected vehicle technologies with private industry and industry associations, other Federal agencies, State and local agencies, university research centers, a national transportation center selected under section 5505(c)(2) of title 49, United States Code, and national laboratories; and

(2) support or establish automated and connected vehicle technology corridors and related pilot programs.

(d) RESEARCH AND DEVELOPMENT AGENDA.—The Secretary, in consultation with interested parties, shall establish an agenda for the research and development conducted under subsection (c)(1) and the programs described in subsection (c)(2) that, at a minimum, include—

(1) analyzing and modeling the benefits of advanced safety and vehicle connectivity technologies, including vehicle-to-vehicle communication technologies and vehicle-to-infrastructure communication technologies, advanced driver assistance systems, shared-use services, and other connected and automated vehicle technologies and services, on—

(A) transportation system performance categories including highway fatalities and inju-

ries separately for motorized and for non-motorized modes;

(B) traffic congestion;

(C) freight movement;

(D) fuel economy and harmful emissions; and

(E) vehicle miles traveled; and

(2) providing deployment guidance, including for—

(A) the reduction of pedestrian, bicycle, and motorcycle fatalities and injuries;

(B) considerations for existing Federal, State, and local regulations and legal frameworks, including standardization of vehicle and operator certification, distracted driving regulations, and following distance regulations;

(C) information technology systems and management, including the sharing of public agency traffic information, work zone information, and other transportation data to stimulate innovative new services and products for enhancing safety, fuel efficiency, and quality of life;

(D) funding considerations, including impacts on Federal, State, and local revenue, and

funding mechanisms and agreements that benefit Federal, State, and local agencies;

(E) efficacy and other issues regarding adoption incentives, including access to managed lanes, changes to the New Car Assessment Program, tax incentives, and changes to Corporate Average Fuel Economy standards;

(F) mobility for the elderly, disabled, and economically disadvantaged;

(G) transit systems;

(H) cyber-physical security;

(I) human factors; and

(J) intercity and interjurisdictional applications and challenges.

(e) COORDINATION.—In carrying out this section, the Secretary may enter into agreements with, and seek input from, the Transportation Research Board of the National Academies, the National Institute of Standards and Technology, the National Science Foundation, and the Department of Energy, and shall seek input from private sector stakeholders, including industry and nonprofit advocacy groups.

(f) DEFINITIONS.—In this section, the following definitions apply:

(1) VEHICLE-TO-VEHICLE COMMUNICATION TECHNOLOGIES.—The term ''vehicle-to-vehicle communication technologies'' means technologies that allow wireless communication of data between vehicles, including dedicated short range communication.

(2) VEHICLE-TO-INFRASTRUCTURE COMMUNICATION TECHNOLOGIES.—The term ''vehicle-to-infrastructure communication technologies'' means technologies that allow wireless communication of data between vehicles and infrastructure, including dedicated short range communication.

(3) ADVANCED DRIVER ASSISTANCE SYSTEMS.—The term ''advanced driver assistance systems'' means systems developed to automate, adapt, or enhance vehicle systems for safer driving and improved functionality.

(4) SHARED-USE SERVICES.—The term ''shared-use services'' means services that share transportation resources between users.