

## Policy Resolution PR-10-19

### Title: AASHTO Reauthorization Policy Theme 7: Harness Innovation and Technology

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Whereas, Dramatic change is taking place with the merger of technology between the car, truck, and other vehicles—and with physical transportation infrastructure—we will enable unprecedented improvements to safety and mobility through the emergence of Cooperative Automated Transportation (CAT);

Whereas, CAT has been defined as all modes of transportation working together to improve safety, mobility, and operations efficiency through interdependent vehicle and systems automation and information exchange;

Whereas, Infrastructure Owners and Operators (IOOs) including state DOTs play a fundamental role in advancing, operating, and maintaining the physical and digital infrastructure necessary to support CAT solutions;

Whereas, Development and deployment of CAT, and also unmanned aerial systems (UAV) or drones, are great examples of transformational technological developments currently taking place at an exponential pace; and

Whereas, State DOTs must remain at the forefront of developing and implementing the smartest and most technologically advanced ways to improve safety, mobility, and efficiency in our transportation system; now, therefore, be it

*Resolved*, That Congress must continue our nation’s commitment to improving transportation safety by reserving the 5.9 GHz wireless spectrum for this critical purpose, as connected vehicles (CV) utilizing Vehicle-to-Everything (V2X) communication in this “safety spectrum” will save lives by creating a seamless, cooperative environment that significantly improves the safety of our transportation system; and by requiring the federal government to lead the development of a universal, seamless approach to security management and CV communication through standardization and appropriate research and technology demonstration programs which will enable states to better understand when and how to make appropriate investment decisions (Issue CAV-1);

*Resolved*, That Congress should not allow the Federal Communications Commission to issue a one-size-fits-all federal preemption including uniform “shot clocks” and application fee caps in order to provide wireless and wireline broadband access—including 5G small cell nodes—in transportation rights-of-way and other assets owned and operated by state and local governments, but rather encourage state DOTs and technology companies to consult with one another on the best methods to extend broadband deployment especially to underserved areas, and; given the unique nature of highway projects in each state, state DOTs should be provided full flexibility to explore innovative partnerships with technology companies as part of broadband deployment (Issue OP-1);

*Resolved*, That Congress should establish a pilot program—modeled on FHWA’s Special Experimental Project (SEP)-15 and SEP-16—that would allow USDOT modal administrations and federal environmental agencies to waive or otherwise modify their own requirements to develop innovative practices to streamline project delivery and achieve positive environmental outcomes, which would include appropriate safeguards—including interagency consultation and public notice and involvement—to ensure adherence to federal environmental laws, regulations, and policies (Issue PEP-2);

*Resolved*, That states should be provided with broader control when utilizing existing federal funding sources on transportation system management and operations (TSMO) and related activities given the

rapid expansion and use of TSMO strategies and technologies in a constrained budgetary environment (Issue OP-2);

*Resolved*, That Congress should expand flexibilities for transportation agencies to use drones in broader applications and with fewer restrictions when reasonable safety measures can be accommodated to help realize the full potential of this continually evolving technology (Issue PEG-12);

*Resolved*, That Congress should allow cooperative automated transportation infrastructure needs to be eligible for funding beyond traditional eligibilities focused on capital expenses by including maintenance activities necessary for proper and safe operation of CAT; provide further flexibility in the Federal-aid procurement rules as they relate to both the purchase, installation, and maintenance of CAT technologies by a state DOT, and; provide additional federal funding for building new testbeds and maintaining existing ones to allow industry and technology developers to test their hardware and applications on such testbeds, which will enable infrastructure owners and technology developers to better understand each other's requirements, resulting in better standards and better infrastructure (Issue CAV-3); and

*Resolved*, That Congress should provide funding for, expand research in, and facilitate the deployment of CAT technology to enhance mobility alternatives for individuals that may be unable to use or are not served by traditional public transportation services (Issue CAV-4).