

ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) PROGRAM

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ATCMTD Program

- FAST Act Section 6004 created new Section 503(c)(4) of the United States Code
 - 23 U.S.C. 503(c)(4): Advanced transportation technologies deployment
 - Establishes an Advanced Transportation and Congestion Management Technologies Deployment initiative to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. [23 USC 503(c)(4)(A)]
- Every fiscal year awards to not less than 5 and not more than 10 eligible entities. [23 USC 503(c)(4)(D)(i)]

ATCMTD Program Funding

- Funding: \$60,000,000 for each of fiscal years 2016-2020 [23 USC 503(c)(4)(I)(i)]
- Federal share not to exceed 50% of project cost [23 USC 503(c)(4)(J)]
- No more than 20% of the total amount (i.e. \$12M) in a fiscal year to a single recipient [23 USC 503(c)(4)(K)]
 - Recipient may use not more than 5% of the funds awarded each fiscal year to carry out planning & reporting requirements [23 USC 503(c)(4)(L)]

ATCMTD Use of Funds [23 USC 503(c)(4)(E)]

- Advanced traveler information systems;
- Advanced transportation management technologies;
- Infrastructure maintenance, monitoring, and condition assessment;
- Advanced public transportation systems;
- Transportation system performance data collection, analysis, and dissemination systems;
- Advanced safety systems, including V2V and V2I communications, technologies associated with autonomous vehicles, and other collision avoidance technologies;
- Integration of ITS with the Smart Grid and other energy distribution and charging systems;
- Electronic pricing and payment systems; or
- Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals.

ATCMTD Eligible Entities [23 USC 503(c)(4)(N)(i)]

Eligible applicants include:

- State or local governments;
- Transit agencies;
- Metropolitan planning organizations representing a population of over 200,000;
- Other political subdivisions of a State or local government (such as publicly owned toll or port authorities); or
- A multijurisdictional group or consortia of research institutions or academic institutions.

Partnership with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders is encouraged.

ATCMTD Program Vision

- The deployment of advanced technologies and related strategies to address issues & challenges in safety, mobility, sustainability, economic vitality, and air quality that are confronted by transportation systems owners and operators.
- The advanced technologies are integrated into the routine functions of the location or jurisdiction, and play a critical role in helping agencies and the public address their challenges.
- Management systems within transportation and across other sectors (e.g., human services, energy, and logistics) share information and data to communicate among agencies and with the public.
- These management systems provide benefits by maximizing efficiencies based on the intelligent management of assets and the sharing of information using integrated technology solutions.
- The advanced technology solutions and the lessons learned from their deployment are used in other locations, scaled in scope and size, to increase successful deployments and provide widespread benefits to the public and agencies.

ATCMTD Program Vision

- Advanced technologies can also help to revitalize neighborhoods and regions by attracting more business or residential developments to bring opportunities closer to where people live.
- Technologies also help provide transportation options and improved multimodal transportation systems, allowing users to have access to safe, reliable, and affordable connections to employment, education, healthcare, goods delivery, and other services.
- As such, technology helps create pathways to jobs and economic opportunity for traditionally disadvantaged populations.

ATCMTD Program Goals (1 of 2)

- Reduced costs and improved return on investments;
- Environmental benefits from congestion management and streamlined traffic flow;
- Measurement and improvement of transportation networks operations;
- Reduction of traffic crashes and increase in personal safety;
- Real time information to improve mobility, reduce congestion and provide for more efficient and accessible transportation
 - access to safe, reliable, and affordable connections to employment, education, healthcare, freight facilities, and other services;
- Monitoring transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair;

ATCMTD Program Goals (2 of 2)

- Economic benefits from reduced delays, improved system performance, and throughput, and the efficient and reliable movement of people, goods, and services;
- Accelerated deployment of V2V, V2I, and automated vehicle applications, and autonomous vehicles;
- Advanced technologies integrated into transportation system management and operations;
- Demonstration, quantification, and evaluation of the impact of advanced technologies, strategies, and applications towards improved safety, efficiency, and sustainable movement of people and goods; and
- Reproducibility of successful systems and services for technology and knowledge transfer to other locations facing similar challenges.

ATCMTD Program Focus Areas

Proposals are not limited to these priorities but U.S. DOT is particularly interested in deployment programs and projects in the following areas:

- Transportation elements associated with Smart Cities;
- Systemic applied pedestrian crossing technology;
- Multimodal Integrated Corridor Management (ICM);
- Traffic signal data acquisition, analysis, and management;
- Unified fare collection and payment system across transportation modes and jurisdictions;
- Incorporation of connected vehicle (CV) technology in public sector and first responder fleets;
- Weigh-in-Motion (WIM) facilities for advanced data collection; and
- Dynamic ridesharing.